

# MONTANA DEPARTMENT OF TRANSPORTATION **2022 FACT BOOK**








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## Letter from the Director

Welcome to the 2022 Fact Book! I'm proud to introduce the 10th edition of this biennial publication and believe you'll find it an excellent resource for understanding our many roles and responsibilities. Team MDT has experienced successes and overcome challenges, showcasing our resiliency and teamwork in times of uncertainty. While a much longer letter is required to fully recognize these accomplishments, I hope you'll enjoy these highlights:

In 2021, department leadership worked together to update MDT's Mission and Vision, paving the way for future success as **B.U.I.L.D.E.R.S.** of both infrastructure and partnerships. At our core, we are **B**usiness focused, we **U**nify the organization, we **I**nnovate at all levels, we **L**ead by example, we are **D**edicated to MDT, we **E**mpower our employees, we **R**espect each other, and we **S**erve Montana with pride.

It was also an important year for national infrastructure, with the passage of the Infrastructure Investment & Jobs Act (IIJA) - a once-in-a-lifetime federal investment in Montana's infrastructure. Despite uncertainties, we look to the future and possibilities this historic legislation presents. Also on the national horizon are emerging transportation modes, including electric vehicles (EVs) and related impacts to gas tax revenue, and automated vehicles (AVs) in commercial transportation. While we don't have all the answers, Team MDT consists of diverse talent, ready to roll up our sleeves and work to keep Montana moving forward.

"Building bridges" holds dual meaning for Team MDT. Montana's physical bridges literally connect us, and thanks to IIJA, we look to address statewide needs facing these structures so we can remain connected. "Building bridges" also means prioritizing our relationships at industry, local, tribal, State, and Federal levels. Team MDT has strengthened connections with partners like the Montana Contractors Association (MCA), collaborating to continue to deliver transportation projects statewide. We also coordinated with fellow agency, Department of Environmental Quality (DEQ), resulting in first-round federal approval for Montana's inaugural EV Infrastructure Deployment Plan. When natural disasters impacted infrastructure, we worked with partners to repair and restore access for communities and industries. There are many examples of this commitment to teamwork, including reconstruction after wildfires and repairs and cleanup from historic flooding, but the common thread is our shared goal of Montana moving forward. After all, these are **our** communities!

From work zones to plowing, safety touches every aspect of our work and is critical to delivering MDT's Mission. Vision Zero continues to be our goal - one every Montanan can share. To that end, we've shifted how and where we speak



*Director Long addresses attendees at the Denton bridge ribbon cutting ceremony on July 13, 2022. It was reconstructed less than a year after being destroyed by the West Winds Fire.*



about safety as a department to better connect with all travelers. Examples include creative, year-round messaging on social media, infusing humor into reminders posted on roadside variable message signs (VMS), and partnering with industry experts to develop cohesive, measurable behavioral marketing campaigns. Looking to the future, let's continue Montana's proud tradition of caring for one another by being vigilant about roadway safety.

In closing, it's our privilege to serve Montana, and we look forward to continuing our commitment to customer service. Our door is always open for conversation, collaboration and improvement. Together, we'll keep Montana moving forward!


***Serving you with Pride.***

**Malcolm D. Long**

*Director*

## Our Mission

MDT's mission is to plan, build, operate, and maintain a safe and resilient transportation infrastructure to move Montana forward.

Scan the QR code to learn more about MDT's Mission, Vision & Goals. 



## Responsibilities

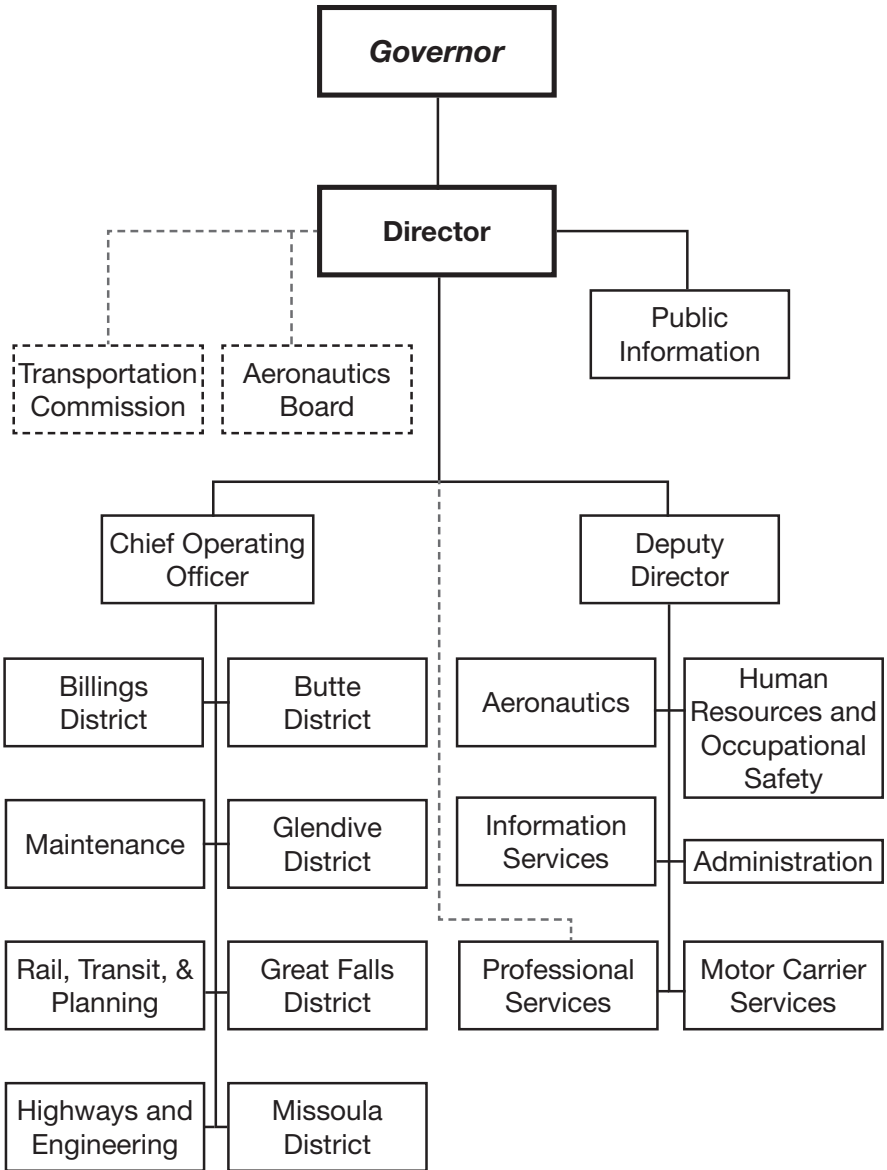
The Montana Department of Transportation is primarily responsible for the following:

- Planning and design
- Highway traffic safety
- Road/bridge design and construction
- Contract administration
- Materials design and testing
- Highway, bridge, and rest area maintenance
- Fiscal programming and accounting
- Motor fuel collection and enforcement
- Vehicle weight and dimension law enforcement
- Outdoor Advertising Control Act enforcement
- Management of the state motor pool
- Property acquisition
- Public transportation and rail programs
- General aviation airport planning
- Air Search and Rescue





## MDT Organizational Chart



## Montana Transportation Commission

The Transportation Commission is a quasi-judicial board consisting of five members, each of whom is appointed by the Governor to a four-year term. The Commission's major duties are as follows:

- selecting and prioritizing projects
- awarding monthly contracts
- designating roads to various highway systems
- designating special speed zones and maximum speeds on bridges and overpasses
- designating access control highways or facilities
- resolving outdoor advertising appeals
- abandonment of highway right-of-way

**Please see MDT Contacts for contact information, page 80.**



## Montana Aeronautics Board

The Aeronautics Board is a quasi-judicial board consisting of nine members, each appointed by the Governor to a four-year term. The board acts in an advisory capacity to MDT and has statutory authority over allocation of airport development loan and grant funds. The nine members represent various facets of the industry and at least one member of the board must be an attorney licensed to practice law in Montana.

**Please see MDT Contacts for contact information, page 81.**









# Funding & Needs



Over the next 10 years, transportation needs are projected to outpace revenue by about **3** to **1**.



National highway and street construction costs increased by about **28%** between 2012 and 2021. The nation's consumer price index (CPI) was up about 22% during the same period.

Montana state fuel tax rates increased for the first time since 1994 on July 1, 2017 (HB473). Incremental increases occurred in state fiscal years (FY) 2018, 2020, 2022 and 2023, resulting in a total increase of 6 cents per gallon for gasoline and 2 cents per gallon for diesel.



**76%** of **annual vehicle miles traveled** occurred on MDT routes in 2021.

Since 2013, **annual vehicle miles traveled** has increased by an average of **1.5% per year**.



Montana's 2022 federal funding is approximately **1.5 times** the amount from 20 years ago. **Federal funds** generally require a **match of around 13%**.

Since 2013, design and construction of transportation-related infrastructure has resulted in over **\$3.5 billion in payments to contractors, consultants, and utility companies**.

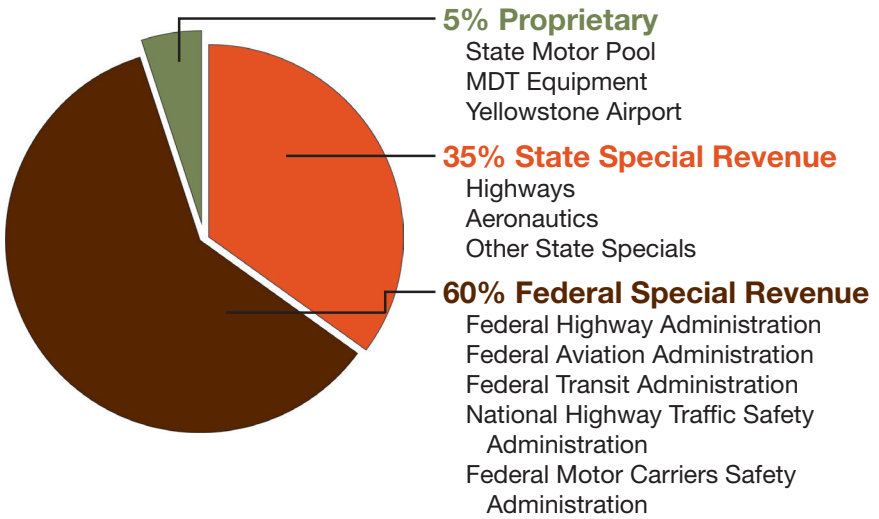


Over the last four state fiscal years, MDT awarded **366 projects** totaling nearly **\$1.4 billion**.

MDT administers funding and planning programs to help local communities and governments address their transportation needs. Between 2013 and 2022, over **\$1.5 billion** has been expended in **19 urban areas** for infrastructure projects, maintenance, highway traffic safety, emergency medical services equipment, air quality projects, urban pavement preservation, transportation alternatives, and fuel tax allocations.

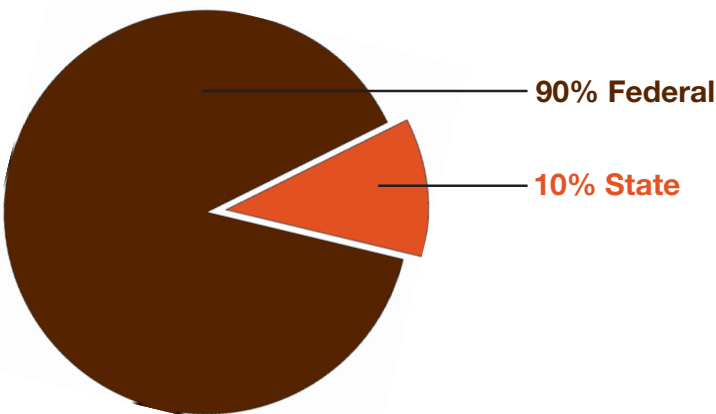


## 2022 MDT Funding Revenue



MDT is funded primarily through State and Federal special revenue.  
MDT receives no money from the State General Fund.

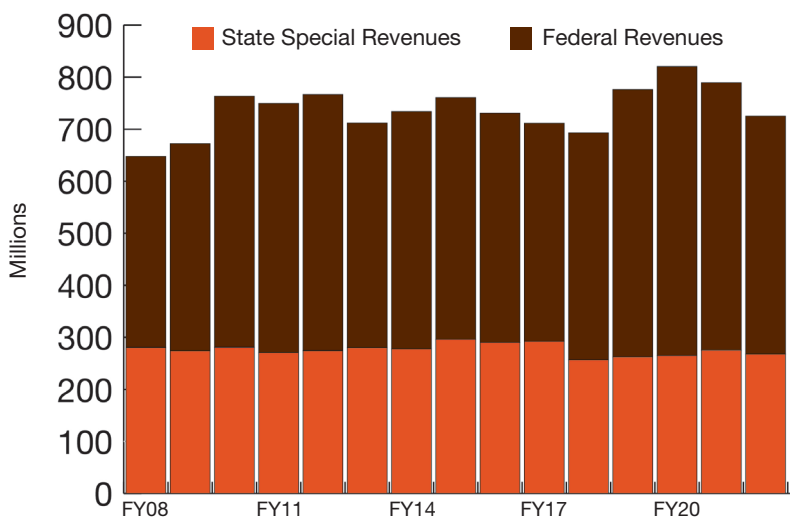
## MDT Highway Construction Program Revenue State FY 2022



The annual funding split varies but is typically 87% federal to 13% state.

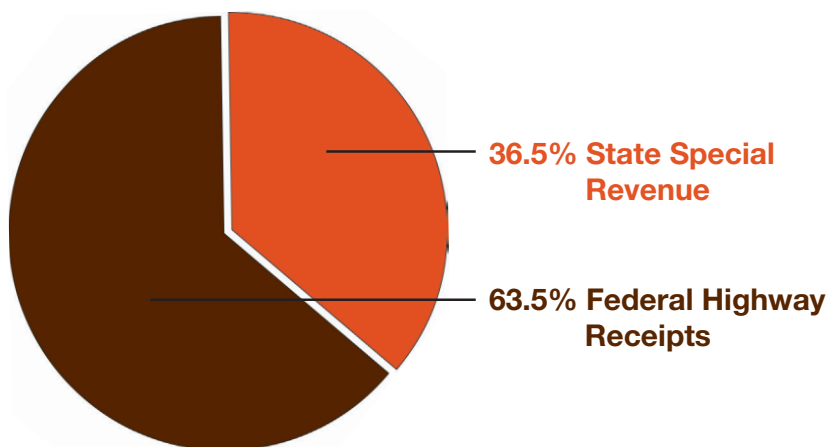
Source: MDT Administration Division

## State & Federal Highway Fund Revenue



State revenue must be available to match federal funds for highway construction and maintenance.  
Source: SABHRS Financials (MDT Administration Division)

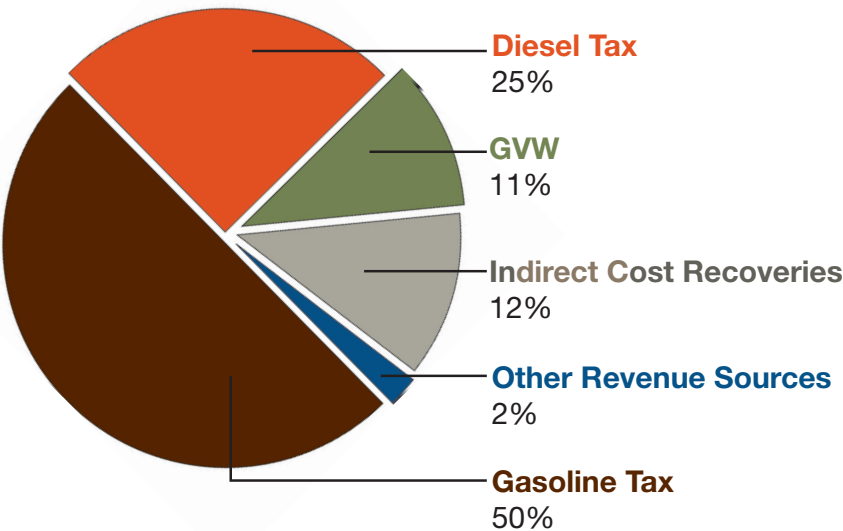
## MDT Revenue by Category State FY 2022



Source: MDT Administration Division



# State Special Revenue Accounts Sources State FY 2022



Includes: Highway State Special Revenue Account (HSSRA) restricted/non-restricted and Bridge & Road Safety and Accountability Act (BaRSAA) Revenue

Diesel Tax	\$89,021,826
GVW Fees	\$41,520,239
Indirect Cost	\$42,068,017
Other, Includes Interest	\$7,849,428
Gasoline Tax	\$183,402,393

**\$363,861,903 — Total Revenue**  
Note: Net of fuel tax refunds

Source: MDT Administration Division

# State Special Revenue Accounts Distributions State FY 2022

## MDT Expenditures

General Operations  
\$33,124,495

Construction  
\$86,371,374

Maintenance  
\$131,102,746

Motor Carrier Services  
\$7,525,392

Transportation Planning  
\$5,729,936

Dept. of Administration  
Architecture & Engineering  
Long Range Building  
\$1,371,132

Long Range IT  
\$2,469,066


Long Range Building MDT  
\$902,512

DOJ - Forensic Science  
\$3,536

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**\$268,600,191**

## Distributions

Local Government - BaRSAA   
\$22,768,135

Local Government/LTAP  
\$16,816,000

Dept. of Justice  
Montana Highway Patrol  
\$33,181,199

Fuel Tax Refunds  
\$2,337,431

Tribal Motor Fuels  
\$7,114,095

These are all funded by fuel tax revenue. Fuel tax refunds includes gas & diesel refunds and International Fuel Tax Agreement (IFTA).

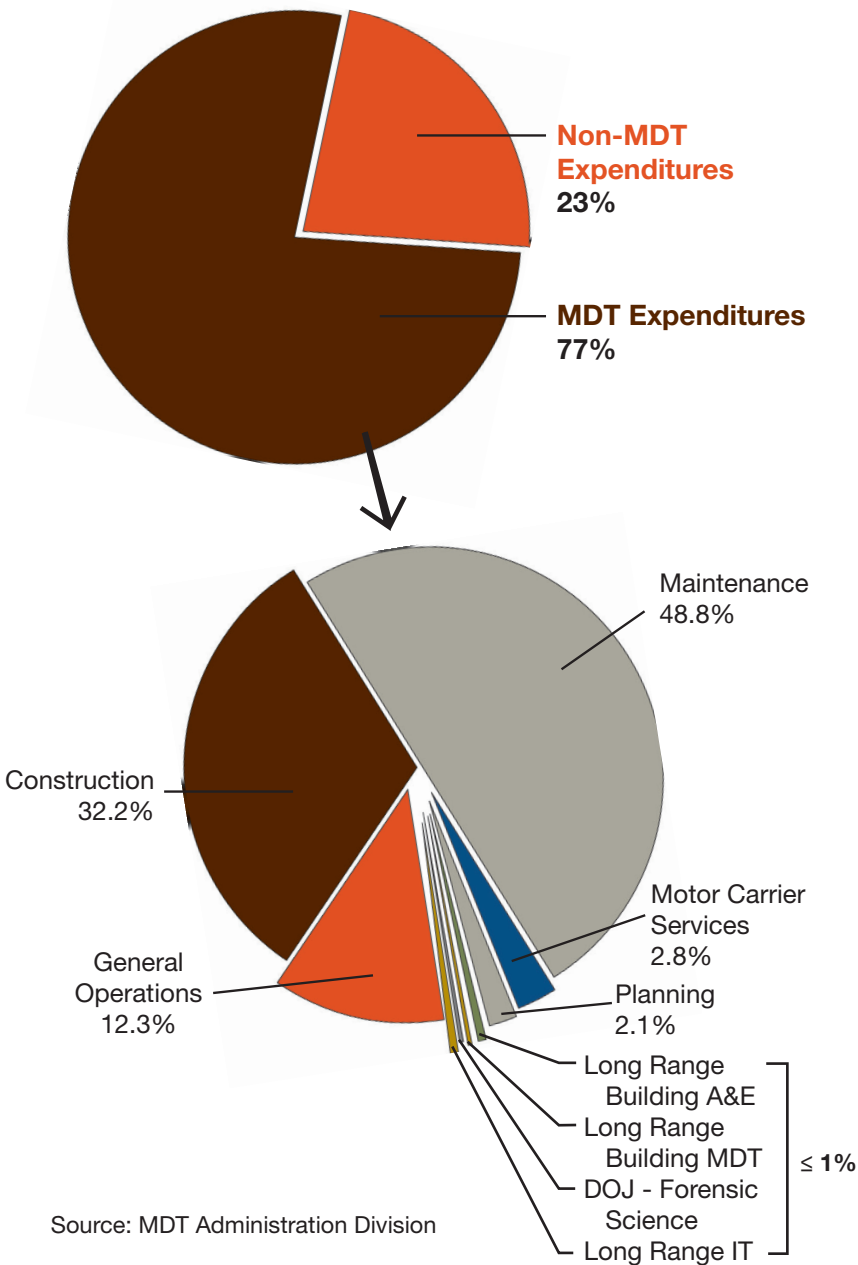
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**\$82,216,860**

## **\$350,817,051 — Total Expenditures**

Includes: Highway State Special Revenue Account (HSSRA) restricted/non-restricted and Bridge & Road Safety and Accountability Act (BaRSAA) Revenue

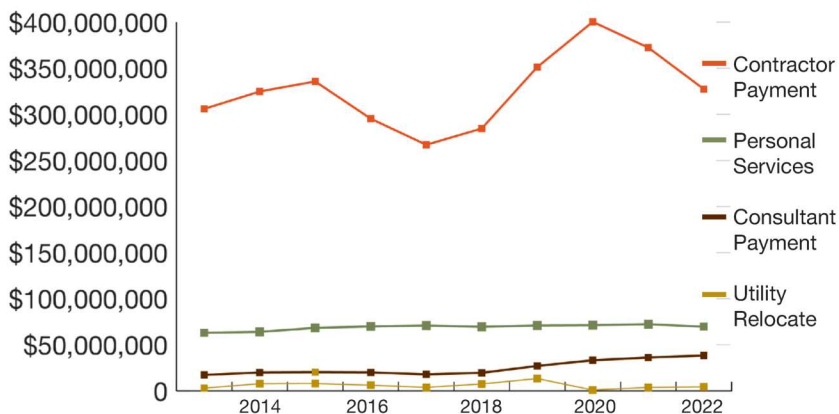
State Special Revenue Accounts Distributions  
State FY 2022



Source: MDT Administration Division



## Contractor Payments State FY 2013-2022

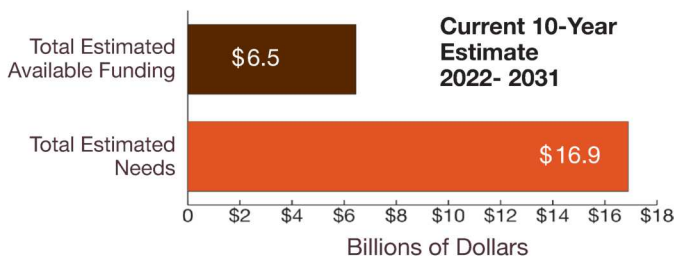


For over a decade, more funding has gone to contractors, while staffing levels throughout the department decreased. Since 2013, design and construction of transportation-related infrastructure has resulted in over \$3.5 billion in payments to contractors, consultants, and utility companies.



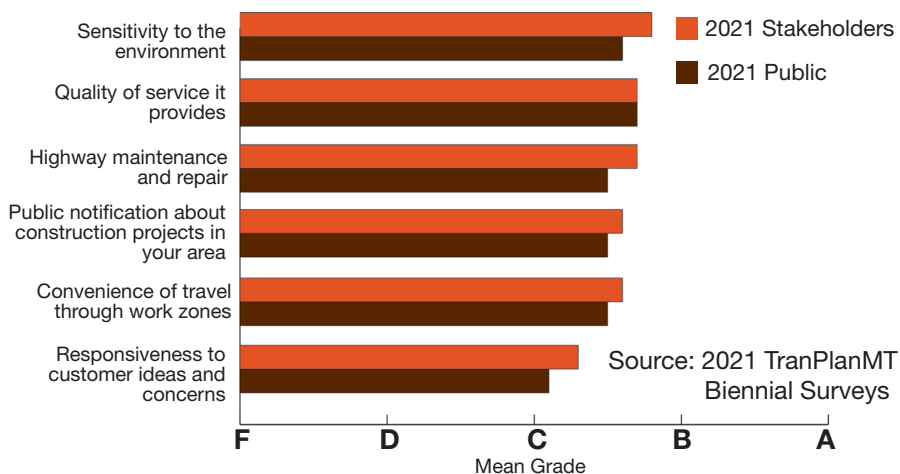
MDT operates the federal **Disadvantaged Business Enterprise (DBE) Program**, which encourages and supports participation of small, disadvantaged firms in transportation contracts. Based on the current goal, 6.5% of funding to contractors and consultants is expected to go toward DBE participation.

## 10-Year Needs Versus Funding



Combined increased costs, funding uncertainties, an aging system, and increasing travel demands means needs are dramatically outpacing funding. Over ten years, available funds will cover about \$6.5 billion of the \$16.9 billion in projected transportation needs in Montana.

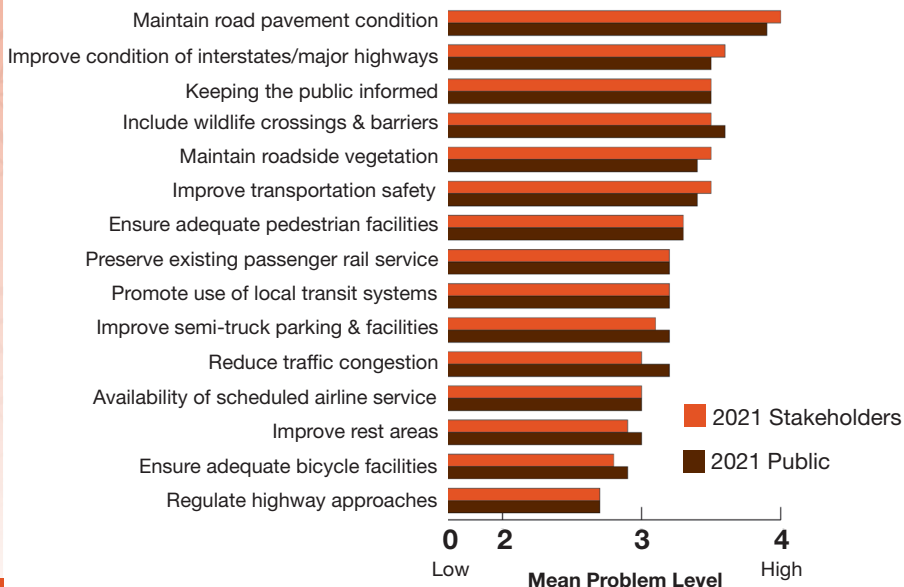
## Customer Service & Performance Grades 2021



Stakeholders graded all items in the B- to C+ range and generally gave MDT slightly higher grades than the public. The majority of stakeholders and public respondents gave grades of As or Bs for overall quality of service.

## Actions to Improve Transportation System

Maintaining road pavement conditions was the highest-ranked priority for both the public and stakeholders when asked: What priority should MDT assign to actions to improve the transportation system in Montana?



## Funding Programs

### National Highway Performance Program (NHPP)

This program includes Montana's Interstate Maintenance, National Highway, and National Highway Bridge programs.

- **Interstate Maintenance (IM)**  
This program finances highway and bridge projects to rehabilitate, restore, resurface, and reconstruct the Interstate Highway System.
- **National Highway (NH)**  
This program finances highway and bridge projects to rehabilitate, restore, resurface, and reconstruct Non-Interstate National Highway System (NI-NHS) routes.
- **National Highway System Bridge Program (NHPB)**  
This program helps pay for construction, rehabilitation, replacement, preservation, and protection projects on bridges on the NHS.

### Surface Transportation Block Grant Program (STBGP)

Funds in this program can be used to preserve or improve any highway that is eligible under state law and not functionally classified as a local or rural minor collector.

- **Surface Transportation Program Primary (STPP)**  
STPP funds are primarily used to resurface, rehabilitate or reconstruct roads and bridges on the Primary Highway System.
- **Surface Transportation Program Secondary (STPS)**  
STPS funds are distributed by formula and are used to resurface, rehabilitate and reconstruct roadways and bridges on the Secondary Highway System.
- **Surface Transportation Program Urban (STPU)**  
This program provides funds for improvements on the Urban Highway System in Montana's 19 urban areas. Funds are typically used to resurface, restore, and rehabilitate existing facilities; to improve operations; and for bicycle and pedestrian facilities.
- **STP On-System/Off-System Bridge**  
This program helps pay for rehabilitation and replacement bridge projects on and off the state highway system.

### Urban Pavement Preservation Program (UPP)

This program funds pavement preservation work on the Urban Highway System based on system needs identified by local Pavement Management Systems.

### Transportation Alternatives

This program, through a competitive process, provides assistance to local governments, tribal entities, transit providers, resource agencies and/or school districts for community projects like ADA upgrades, pedestrian and bicycle improvements, and other eligible uses under Title 23 USC.

### National Highway Freight Program (NHFP)

The FAST Act established the NHFP to improve the efficient movement of freight. To be eligible for this program, projects must be on the National Highway Freight Network.

## Funding Programs

### Highway Safety Improvement Program (HSIP)

The HSIP funds safety improvements at locations on public roads with an identified crash trend. Proposed projects are prioritized according to a benefit/cost analysis.

### Rail/Highway Crossing (RRP/RRS)

A portion of HSIP funds are designated to improve safety at railroad crossings via the installation of protective devices or elimination of hazards.

### Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The federal funds available under this program finance transportation projects and programs to help meet the requirements of the Clean Air Act. The Transportation Commission directs a portion of Montana CMAQ funds to the Montana Air and Congestion Initiative (MACI) Program to improve Montana's air quality and decrease traffic congestion.

### Rural & Elderly & Disabled, Bus and Bus Facility

Federal Transit Administration (FTA) funding is passed through MDT to communities for operations, administration, maintenance, capital, and planning for transit services.

### Urban Transit

Metropolitan Planning Organizations receive funds directly from FTA for transit services. MDT provides additional planning and capital funding.

### National Highway Traffic Safety Administration Grants

NHTSA funding is used to promote behavioral traffic safety programs. Grants are provided to state and local agencies for highway safety programs.

### Federal Lands Transportation Program (FLTP)

This program provides funding for projects that improve access within the federal estate, such as national forests and national recreation areas, on infrastructure owned by the federal government.

### Tribal Transportation Program (TTP)

The FHWA Office of Tribal Transportation administers this program and provides stewardship and oversight for direct funding agreements with federally recognized Tribes. The program provides funding for projects that improve access to and within tribal lands.

### State Funded Construction (SFC)

The Highways State Special Revenue Account (HSSRA) funds may be used for State Funded Construction program projects not eligible for federal aid. Primarily, HSSRA funds are used to match federal funds and maintain state highways.



### **Federal Lands Access Program (FLAP)**

This program provides funding for projects that improve access to the Federal estate on infrastructure owned by states and local governments. Transportation facilities that provide access to any Federal lands are eligible for this comprehensive program. Funds are distributed by formula based on recreational visitation, Federal land area, Federal public road mileage, and the number of Federal public bridges.

### **The following new programs were established in 2022 through the Infrastructure Investment and Jobs Act (IIJA):**

#### **Bridge Formula Program (BFP)**

This program is intended to replace, rehabilitate, preserve, protect, and construct highway bridges. This funding may be utilized on any on-system or off-system public bridge.

#### **National Electric Vehicle Infrastructure (NEVI) Formula Program**

This program provides funding to states to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

#### **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program**

This program provides funding to states to make the surface transportation infrastructure more resilient to the effects of extreme weather and natural disasters.

#### **Carbon Reduction Program (CRP)**

This program provides funds for projects designed to reduce transportation emissions (defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources).

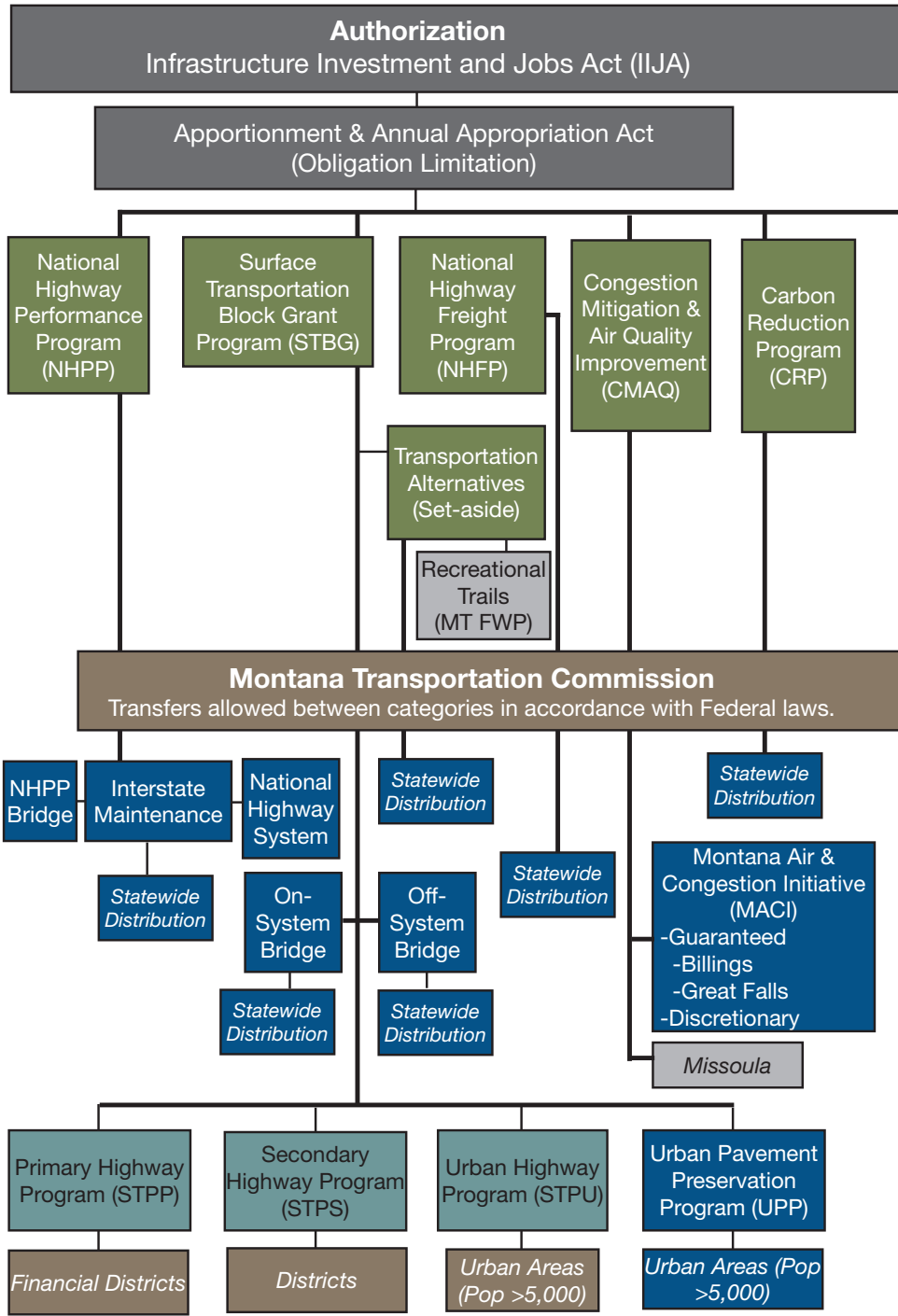


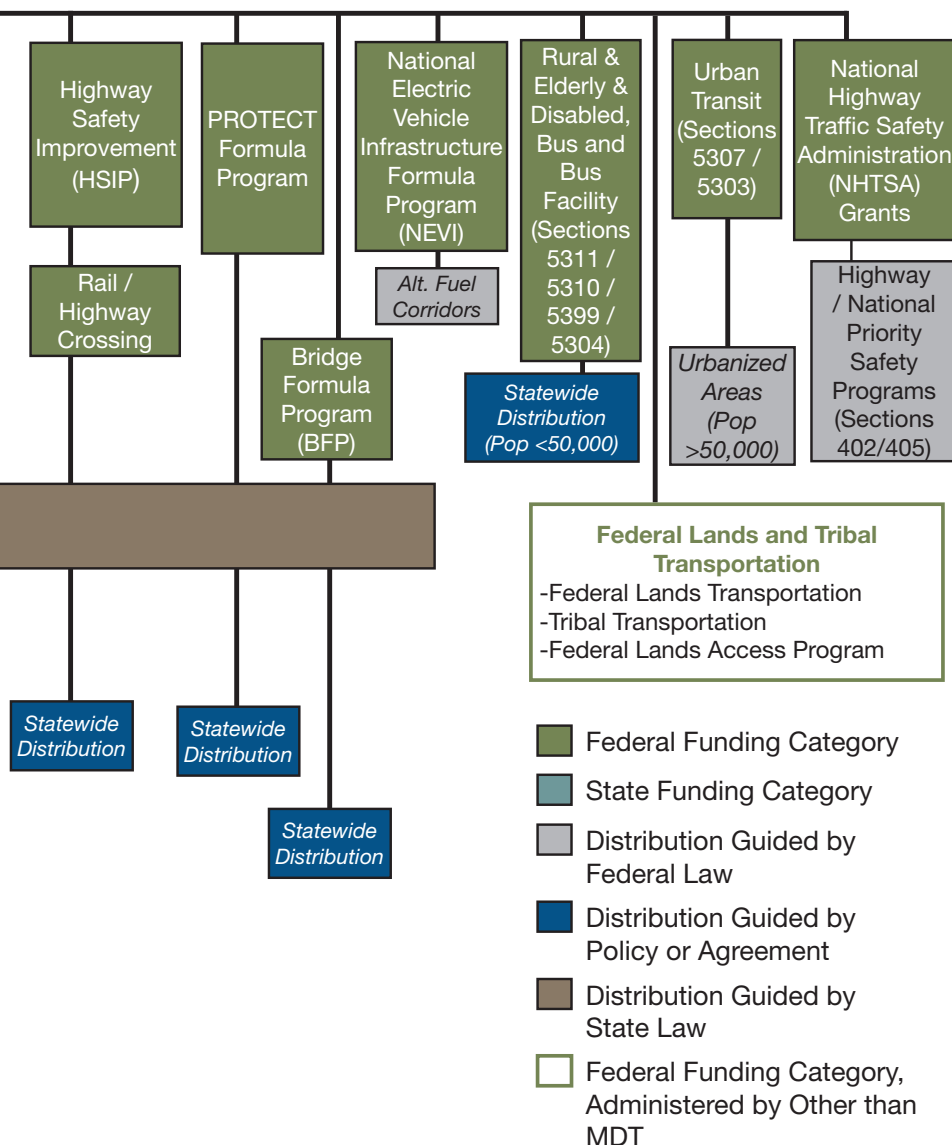
Source: Statewide Transportation Improvement Program (STIP) 2022-2026  
<https://www.mdt.mt.gov/pubinvolve/stip.aspx>



Urban areas are designated by a population of 5,000 or more, as determined by the U.S. Census Bureau.

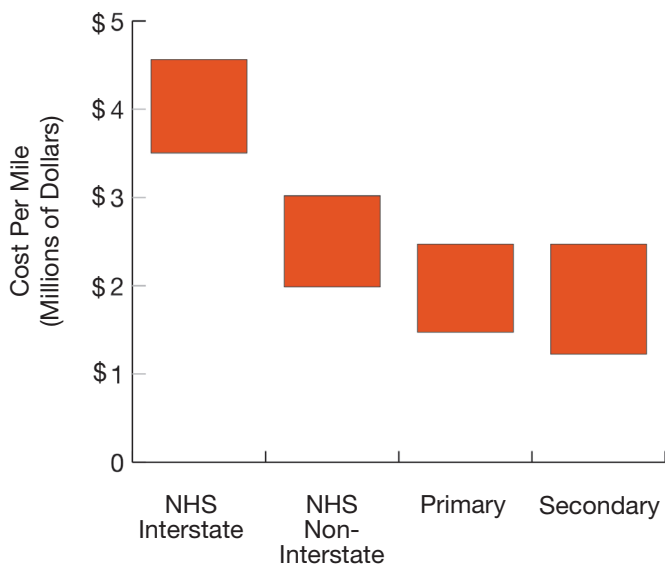
Funding Flow for Federal Funds





## What Does It Cost to Improve MT Roads?

The graph shows estimated per mile reconstruction costs by system based on January 2022 market prices.



Source: MDT Project Analysis Unit

## Increasing Highway Construction Costs

National highway and street construction costs increased by about **28%** between 2012 and 2021.

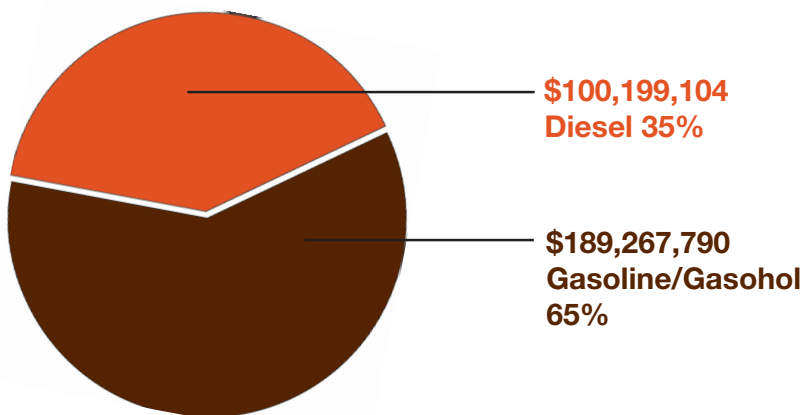
The nation's consumer price index (CPI) was up about 22% during the same period.

Despite year-to-year fluctuations, CPI outpaced national highway and street construction costs consistently until 2021. From 2012 to 2020, CPI grew by about 14%, while construction costs grew by about 12%. Since the start of 2021, CPI has been up by about 8%, while construction costs have increased by about 16%. This national trend, primarily the result of supply chain disruptions and high energy and material prices related to construction, directly impacts the cost of highway and street construction in Montana.



Sources: Global Insights 2022 and Bureau of Labor Statistics

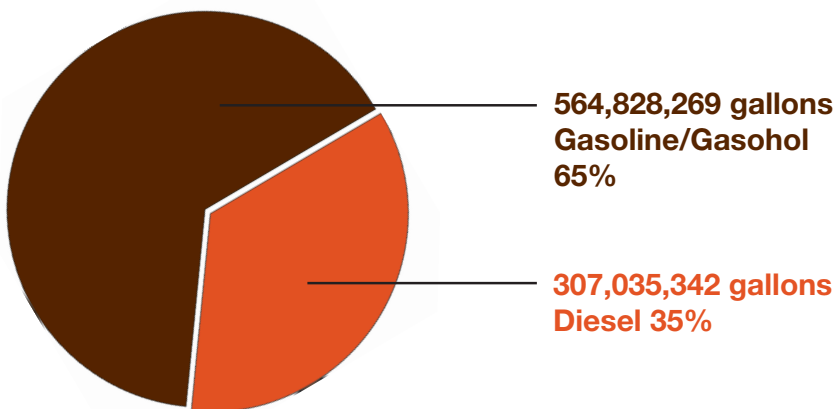
## Gross MT Motor Fuel Tax Receipts State FY 2022



One cent in gas tax will generate about \$5 million.  
One cent in diesel tax will generate about \$2.5 million.

Source: Statewide Accounting, Budgeting and Human Resources System

## Fuel Consumption State FY 2022

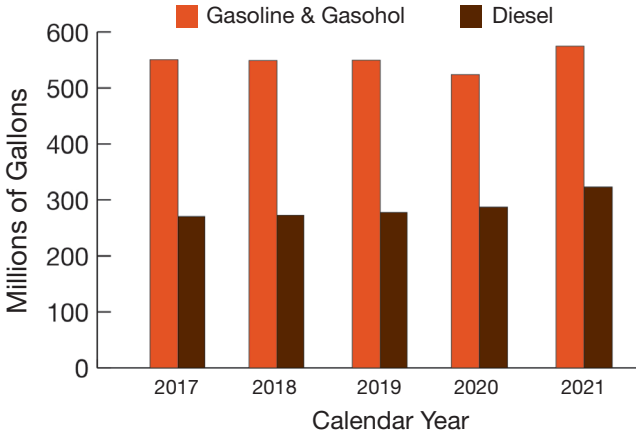


Since 2020, gasoline consumption increased by almost 7% and diesel consumption increased by over 8%.

Source: 551 FHWA report for FY 2022

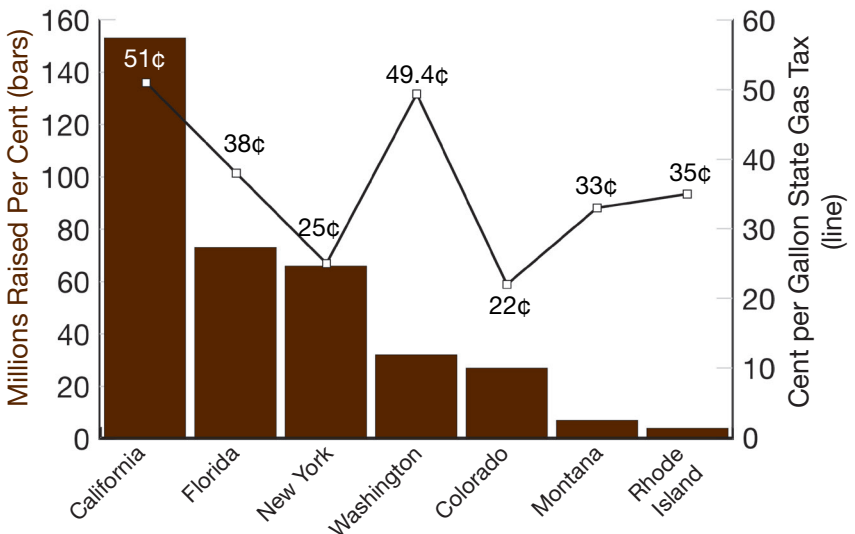


## Motor Fuel Consumption in MT Remains Flat



Sources: FHWA Highway Statistics and MDT Motor Fuel Tax Section

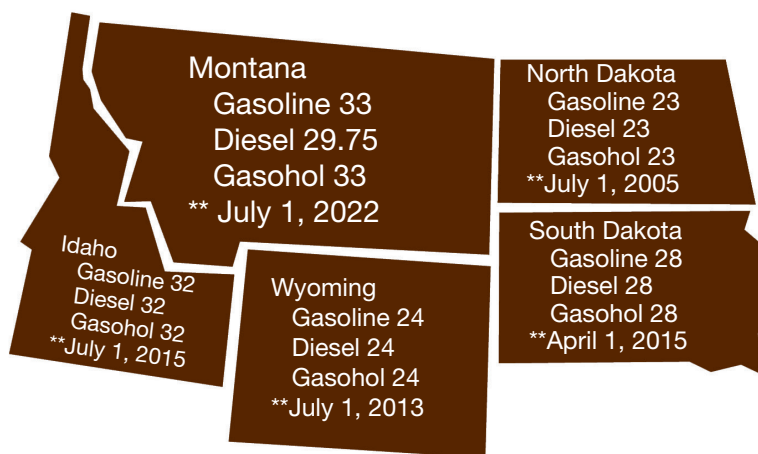
## Funds Raised per Cent of State Gas Tax & Tax Rate



\*Net state gas tax receipts and tax rates represent most current, final data from the 2020 FHWA Highway Statistics MF-205 and MF-1 tables, respectively.

Source: FHWA Office of Highway Policy Information:  
[fhwa.dot.gov/policyinformation/](https://fhwa.dot.gov/policyinformation/)

## State Fuel Tax Rates for Surrounding States



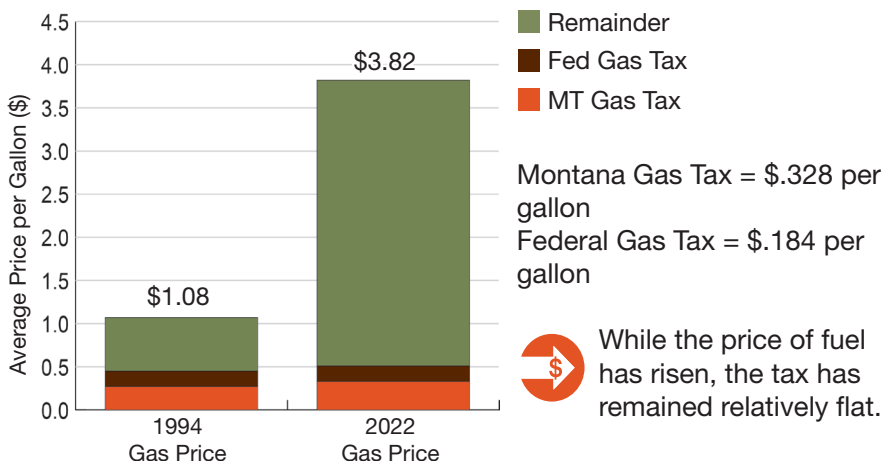
While fuel taxes in neighboring states haven't increased in recent years, these states also receive other revenue sources in addition to the fuel tax. MDT receives no money from the State General Fund.

State rates shown above are in cents (per gallon).

\*\*date of last fuel tax increase

Source: Federation of Tax Administrators Website January 2022

## US Gasoline Cost Comparisons 1994 vs 2022



Source: MDT Multimodal Planning & Communications

## State and Federal Fuel Tax Cost Comparisons

### Cost to Drive . . .

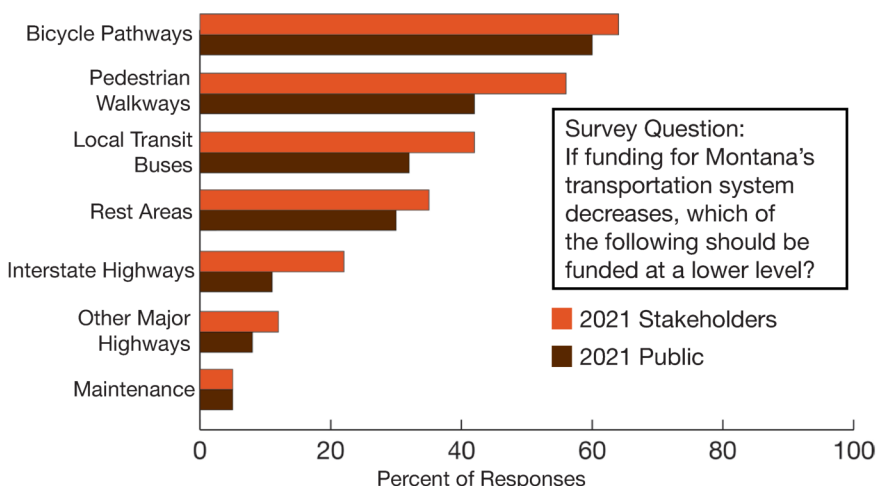
In Montana, a driver on average contributes about **\$5 to \$6 a week** in fuel taxes for maintaining and constructing Montana highways.

### Compared to Average Cost of . . .

1 gal. of Milk	\$ 4.15
1 lb. of Hamburger	\$ 5.00
Monthly Streaming Service	\$ 8.00
4 Movie Tickets & Popcorn	\$ 47.00
Annual Electric Bill	\$1,400.00
Annual Cell Phone Bill (family of four)	\$1,900.00

Source: FHWA, Statista, Bureau of Labor Statistics, Energy Information Administration

## Customer Responses to Reductions if Overall Funding Decreases



The majority of stakeholders (64%) and the public (60%) would reduce funding for bicycle pathways first. Both stakeholders and the public agreed that maintenance should be prioritized and be funded at or above the current level if funding decreases.

Source: 2021 TranPlanMT Biennial Surveys 








# Safety



In 2020:

Montana experienced **20,292 traffic crashes**.  
189 of these crashes were fatal and **212 people died**.

The goal of Vision Zero is to eliminate deaths and serious injuries on Montana's roadways through: 

**Education** through public information and traffic safety outreach campaigns,

**Enforcement** of Montana's traffic laws through the presence of law enforcement,

**Engineering** of Montana's roadways to ensure best practices are implemented and maintained with safety as the priority, and

**Emergency Medical Services (EMS)** to support emergency and medical services including pre-hospital trauma life support, advanced trauma life support, and response training; promote traffic incident management; and ensure the acquisition of necessary equipment and emergency vehicles to enhance the survivability of a serious crash.

As part of Vision Zero, MDT led the development of the Montana Comprehensive Highway Safety Plan (CHSP). Safety initiatives implemented as part of this plan have contributed to a **45% decrease** in fatalities and serious injuries since the plan's inception in 2007.



**\$1.75 million** is the **average economic cost\*** per motor vehicle fatality.

Since 2008, MDT upgraded 16 rest areas. Rest areas serve as safe stopping opportunities along Montana's highways for the traveling public and commercial carriers.

REST  
AREA



**\*Source:** National Safety Council (NSC) 2020 Cost Calculations:  
<https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs>



## Montana's Comprehensive Highway Safety Plan

### Vision:

- Vision Zero - Zero fatalities and zero serious injuries on Montana roadways.



### Interim Goal:

Reduce deaths and life changing injuries on Montana's roads by half, from 952 in 2018 to 476 in 2030.

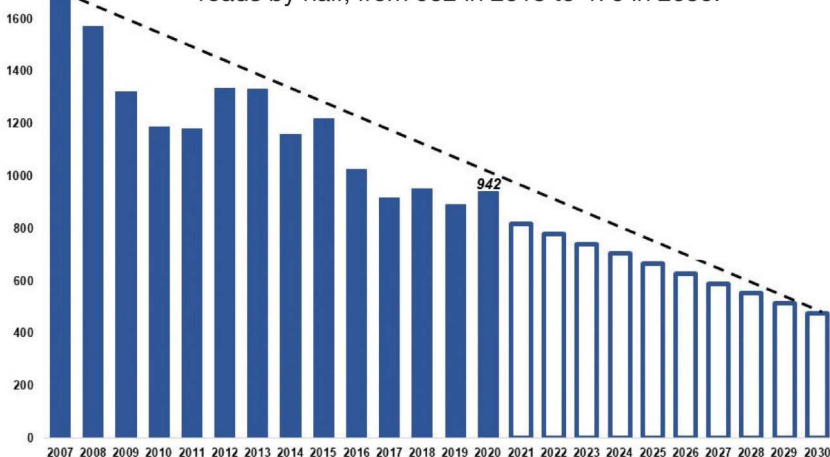
### Emphasis Areas:

To reduce crash frequency and severity, the following critical crash factors or crash trends have been identified as having the greatest influence:

- Roadway Departure and Intersection-Related Crashes
- Impaired Driving
- Unrestrained Vehicle Occupants
- Emergency Response – After-Crash Care

### CHSP Interim Goal

Reduce deaths and life changing injuries on Montana's roads by half, from 952 in 2018 to 476 in 2030.

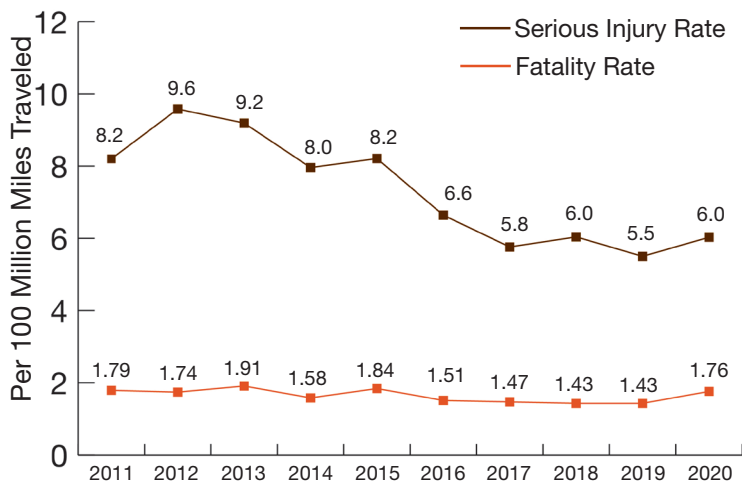


**Data Source:** MDT - Safety Information Management System, 2020 Crash Data  
**Source:** Montana CHSP, <https://mdt.mt.gov/visionzero/plans/chsp.aspx>





## Statewide Fatality & Injury Rates



Source: MDT Highway Traffic Safety

In the last ten years (2011-2020):

*Roadway departure crashes* have accounted for



**67%** of all roadway fatalities and

**56%** of all serious injuries.

*Impaired driver involved crashes* have accounted for



**61%** of all roadway fatalities and

**34%** of all serious injuries.

*Unrestrained occupants in vehicles with seat belts* accounted for



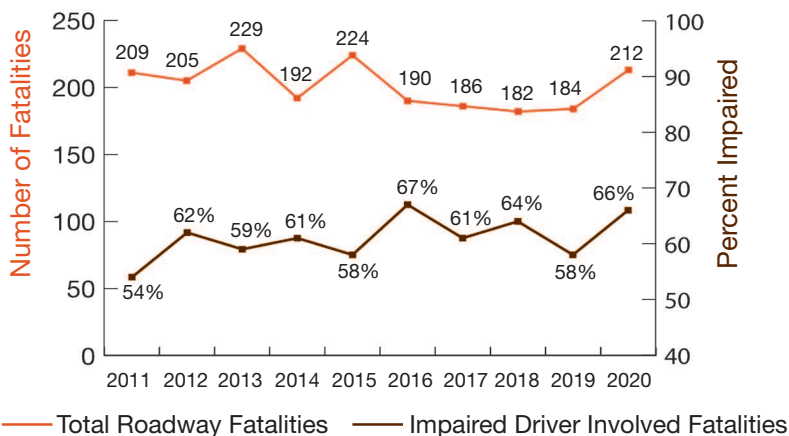
**49%** of all roadway fatalities and

**30%** of all serious injuries.





## Fatalities & Alcohol/Drug Involved Fatalities



**Sources:** Federal Fatality Analysis Reporting System (FARS) and MDT Highway Traffic Safety



**Impaired driver involved crashes** in Montana accounted for **10%** of all reported roadway crashes in 2020, but **66%** of all **roadway crash fatalities**.



A motor vehicle crash is considered to be an **impaired incident** if **at least one driver involved** in the crash is determined or suspected to be **impaired by alcohol and/or drugs**.



In 2020, **99% of impaired driver involved roadway deaths** occurred in **rural areas**.

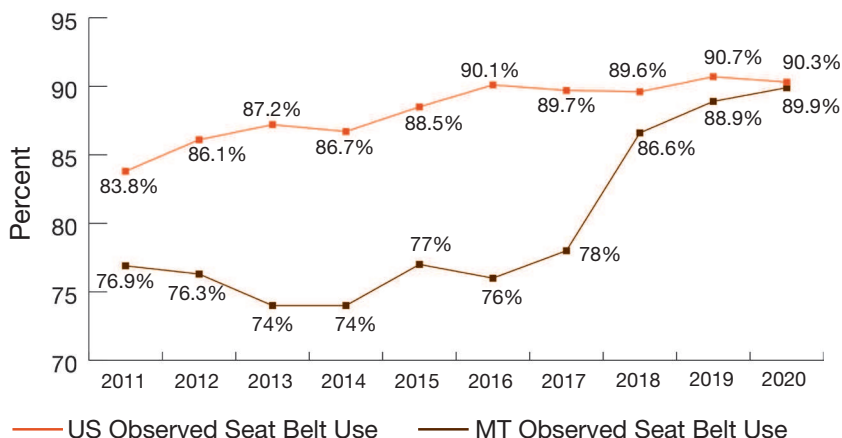


In 2020, **77% of impaired driver involved roadway deaths** included a **male driver**.

**Note:** BAC = Blood Alcohol Content, ; Impaired Driver = Driver with a BAC above 0.079



## Seat Belt Usage



**Source:** MDT Highway Traffic Safety

From 2011 - 2020 in Montana:



**64%** of unrestrained vehicle occupant fatalities were ejected from the vehicle.



**48%** of unrestrained vehicle occupant fatalities occurred in nighttime crashes.



**46%** of unrestrained vehicle occupant fatalities occurred in crashes between June and September

The period between June and September is known nationally as the “100 Deadliest Days of Summer” due to the historical increase in roadway crashes. From 2011 to 2020 in Montana, 54% of roadway departure fatalities occurred during this time.

**Source:** MDT Highway Traffic Safety



# Intro to Montana's System Extent



Montana roads open to public travel consist of 73,571 miles, including **12,916** miles of MDT routes.

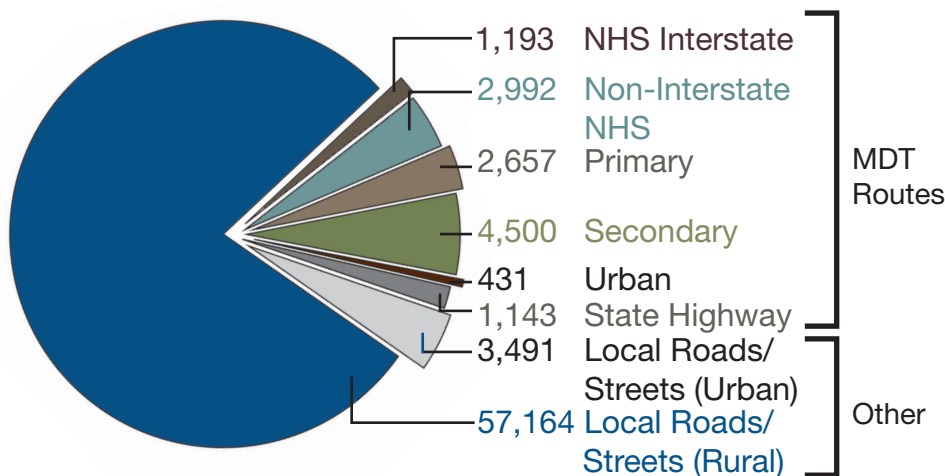
**Billings** has the most public road mileage of any incorporated city in Montana with **731** miles. **Rexford** has the least with **1.4** miles.

The **busiest spot** on Montana roadways is **Main Street** in Billings between Airport Road and Hilltop Road, where annual average daily traffic was **45,079 vehicles per day** in 2021.

Of Montana's 56 counties, **Yellowstone County** had the **most daily vehicle miles traveled** on MDT routes with **2,794,690** in 2021. **Petroleum County** had the **least** with **33,057**.

In 2021, **73%** of **highway vehicle miles traveled** on MDT routes were **outside** the state's 19 urban areas.

## Centerline Road Mileage 2021



Source: MDT Geospatial Information Section



## Montana's Highway Systems

Montana's public highways and streets are placed on federal and state designated systems for the purpose of allocating highway funds.

### Federally Designated Highway Systems

**The National Highway System (NHS)** includes the Interstate System as well as other roads important to the nation's economy, defense, and mobility.

The **Interstate NHS** consists of routes of highest importance to the nation that connect principal metropolitan areas, cities, and industrial centers as directly as practicable; serve the national defense; and to the greatest extent possible, connect at suitable border points with routes of continental importance in Canada and Mexico.

The **Non-Interstate NHS** consists of principal arterials other than the Interstate that serve major travel destinations and transportation needs.

### State Designated Highway Systems

**Primary Highway System** routes are either principal or minor arterials designated by the Transportation Commission.

**Secondary Highway System** routes are either minor arterials or major collectors designated by the Transportation Commission after consulting with boards of county commissioners.

**Urban Highway System** routes are urban arterials or urban major collectors in or near incorporated cities with populations of 5,000 or more, and within urban boundaries. These are selected by the Transportation Commission in cooperation with local government authorities.

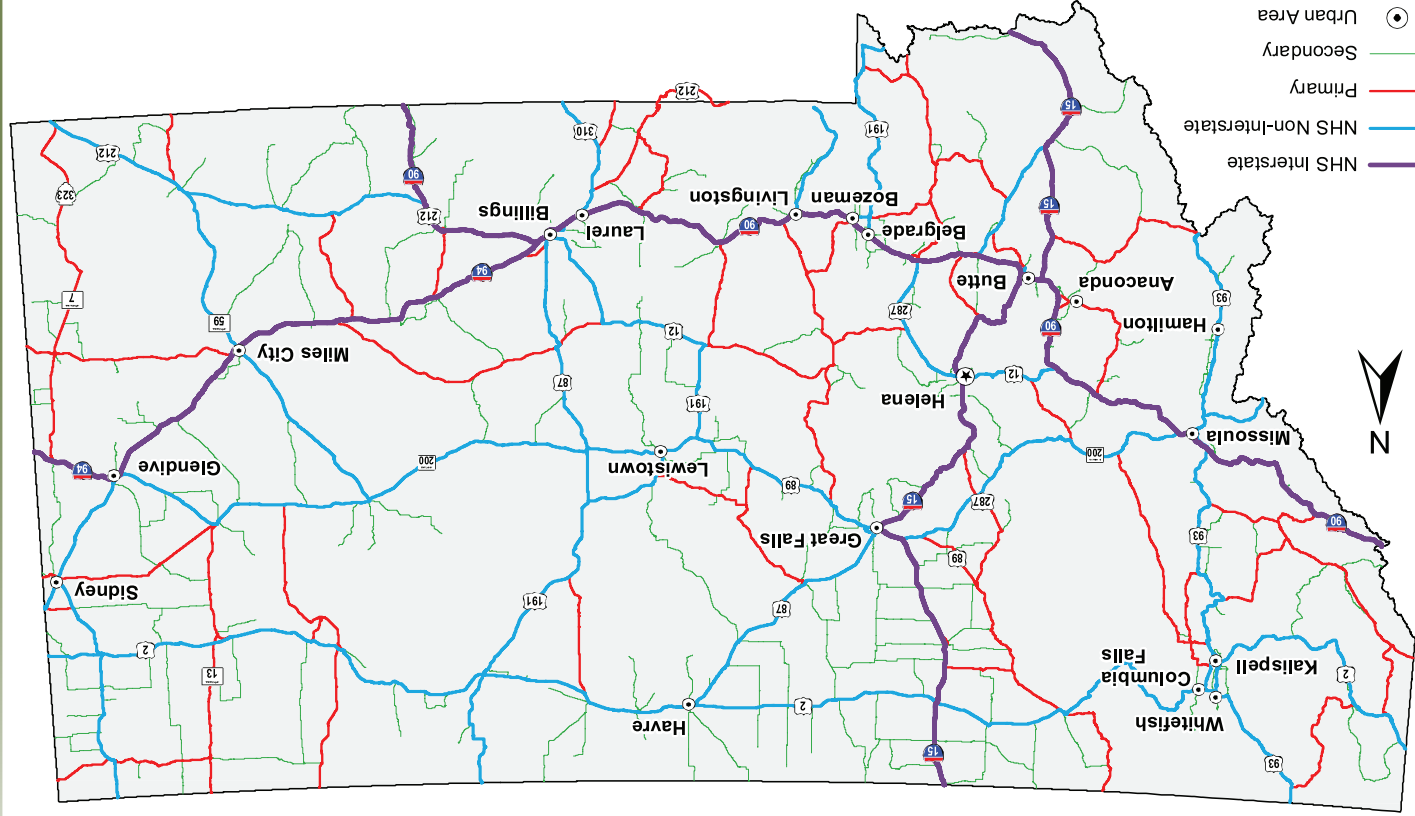
**State highways** are roads not located on a defined highway system, but are on the state maintenance system.

**Local roads** encompass all remaining urban streets and rural roads that are not designated to any of the systems noted above and are the responsibility of the respective road authority (i.e. city, county, tribal, land management agency, etc.)

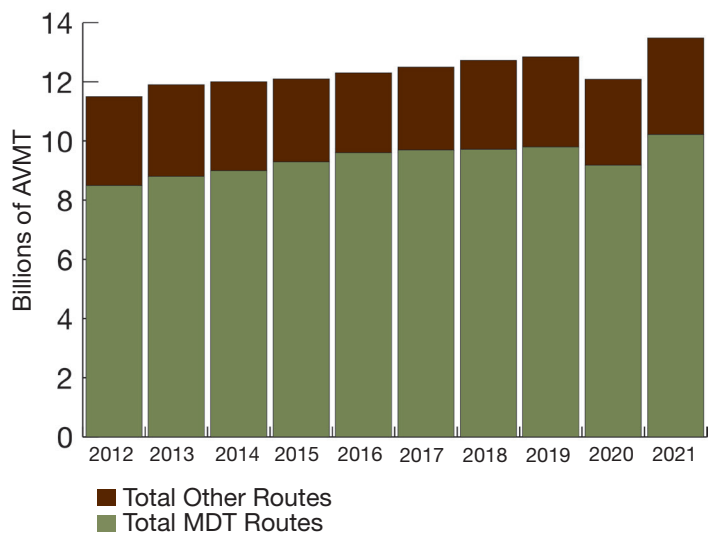
**Source:** Guide to Functional Classification, Highway Systems and Other Route Designations in Montana (2017), MDT Rail, Transit and Planning Division



# State Highway Systems



Statewide Annual Vehicle Miles Traveled (AVMT)



2020	Centerline Miles	AVMT	Percent of AVMT
MDT Routes	12,916	9.2 billion	76%
Other	60,571	2.9 billion	24%

2021	Centerline Miles	AVMT	Percent of AVMT
MDT Routes	12,916	10.2 billion	76%
Other	60,655	3.3 billion	24%

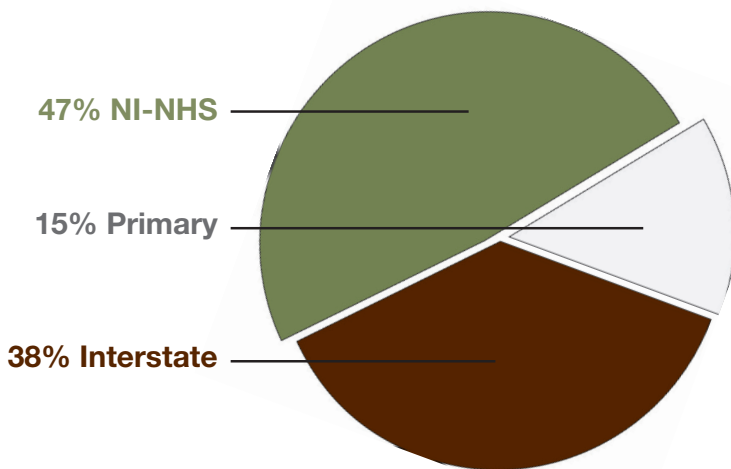
AVMT = Annual Vehicle Miles Traveled

**76%** of AVMT is on the 12,916 miles of MDT routes\*.

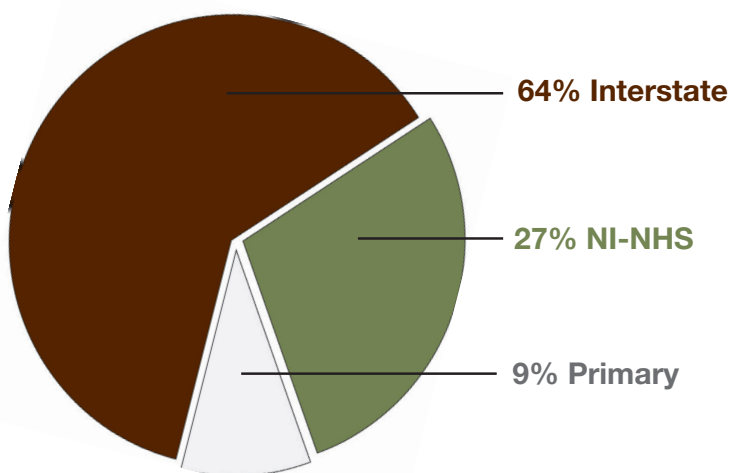
\*MDT routes include National Highway System (NHS), Primary, Secondary, Urban and State Highways. NHS encompasses Interstate and Non-Interstate (NI-NHS).

**Sources:** MDT Traffic Data Collection Section  
and MDT Geospatial Information Section

## Passenger Car Traffic on NHS & Primary Systems 2021



## Commercial Truck Traffic on NHS & Primary Systems 2021



The NHS and Primary road systems represent **53%** of MDT route mileage, yet these two systems carry **83%** of the traffic. Maintaining the condition and performance of Montana's NHS and Primary road network is vital to traffic mobility, traffic safety, and the quality of life in Montana.

**Source:** MDT Traffic Data Collection Section

# Population Per NHS Mile

State	Population*	NHS Miles**	Population Per NHS Mile
Wyoming	578,803	3,061	189
North Dakota	774,948	3,722	208
South Dakota	895,376	3,725	240
Montana	1,104,271	4,185	264
Idaho	1,900,923	2,573	739
Utah	3,337,975	2,818	1,185
Colorado	5,812,069	4,908	1,184
Washington	7,738,692	4,557	1,698
California	39,237,836	14,400	2,725
Hawaii	1,441,553	455	3,168
United States	331,893,745	220,515	1,505

**\*Source:** U.S. Census Bureau Annual Estimates of Population (as of July 1, 2021): <https://www.census.gov/>

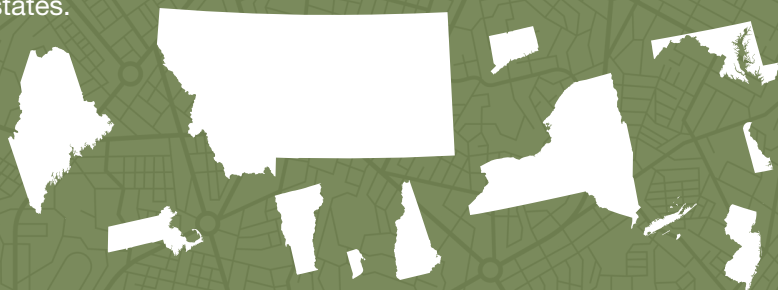
**\*\*Source:** FHWA Highway Statistics 2020, Table HM-41: <https://www.fhwa.dot.gov/policyinformation/>







Montana is larger than the combined area of 10 North-Atlantic states, yet it has only **2%** of the combined population of those states.



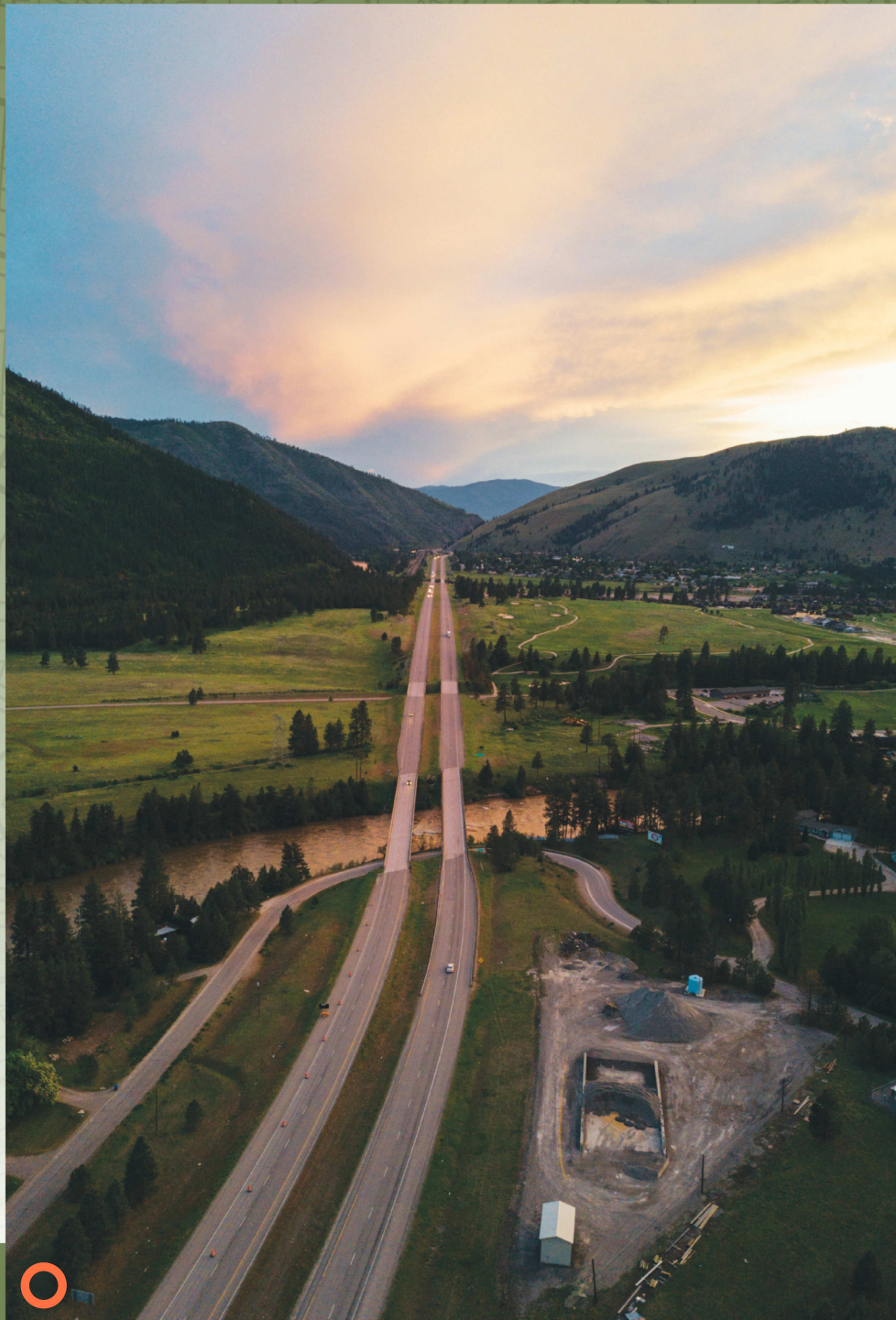
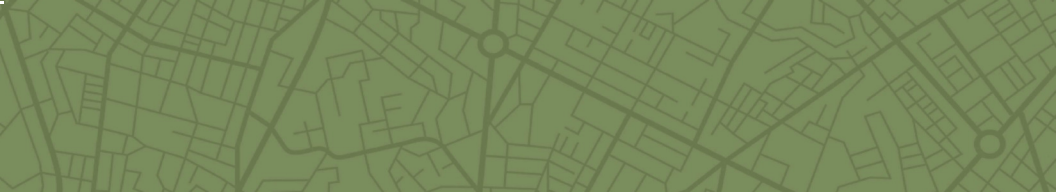
It is farther by highway from Yaak, MT to Alzada, MT (774 miles) than it is from Washington D.C. to Chicago, Denver to Las Vegas, Seattle to Reno, Atlanta to Chicago, Jacksonville to Washington D.C., or San Francisco to Salt Lake City.



Did You Know?









# Roads



## Building a Good Road Takes Time

1

Building a road involves years of research, planning, design, engineering, and budgeting. It can take seven to eight years to complete a road project.

### Development Phase - 12 months

Nomination, review, funding evaluation, publish in Statewide Transportation Improvement Program, public comment, Commission and federal approval

2

### Survey Phase - 8-24 months

Survey, environmental, engineering, traffic noise, air quality evaluation, public input, alignment and grade plan

3

### Design Phase - 15-24 months

Design, electrical plans, bridge and hydraulic structures, signing, pavement markings, erosion control; studies on water quality, hazardous materials, and irrigation; public involvement

4

### Right-of-Way Phase - 6-12 months

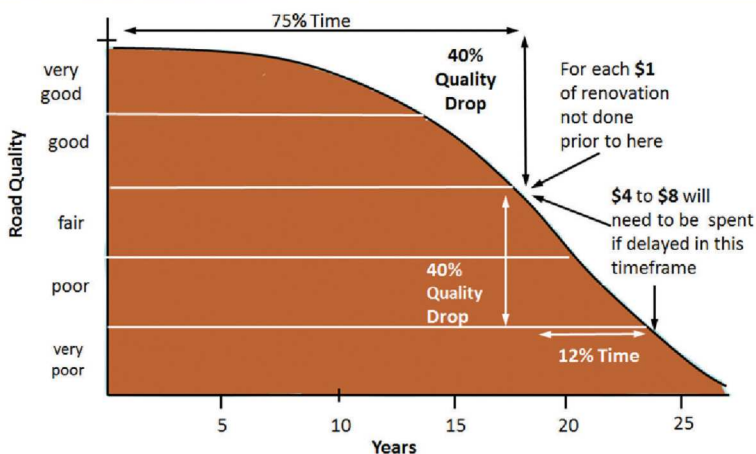
Regulatory permits, property-railroad utility negotiations, final plans, stake highway centerline, relocate utilities

5

### Construction Phase - 8-24 months

Advertise, accept bid, Commission award, contract, construction

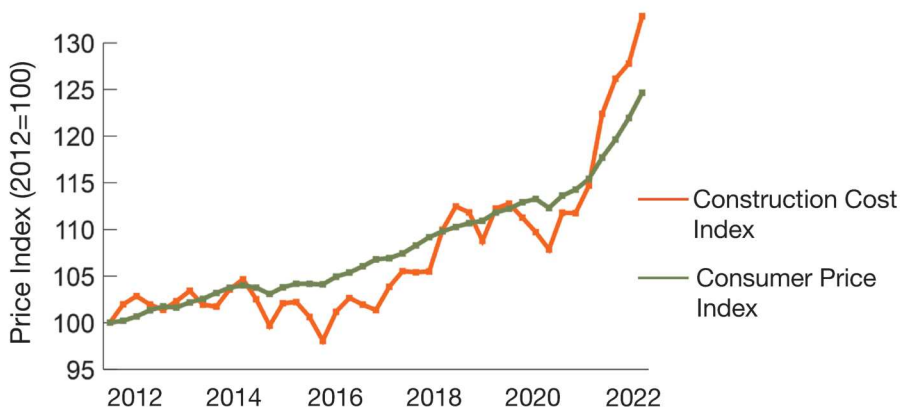
## Road Deterioration vs. Time



**Timely maintenance** is the key to getting the **maximum life** from pavement. For every dollar not spent on timely preventative maintenance, **\$4 to \$8** will be needed for complete reconstruction a few years later.

**Source:** [pavementinteractive.org/article/pavement-life-cycle](https://pavementinteractive.org/article/pavement-life-cycle)

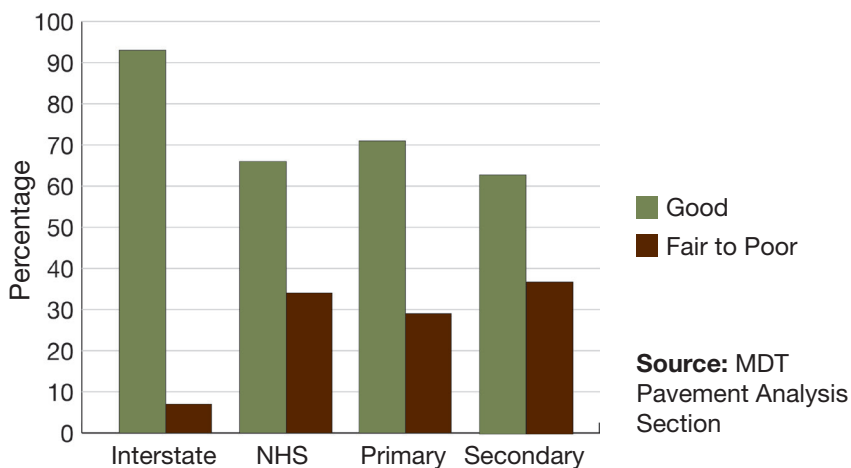
## Construction Expenditure Impacts of Inflation



The consistent rise in national roadway construction costs reinforces the importance of **timely preventative maintenance**.

**Sources:** MDT Multimodal Planning & Communications

## 2021 State Highway Overall Pavement Condition

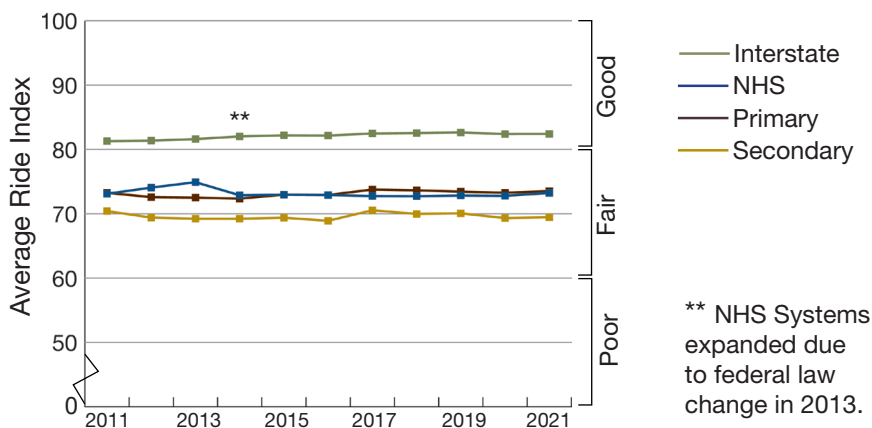


Note: Due to collection equipment issues, 2021 Secondary pavement data reported on this page does not reflect the entire system.

## MDT Ride Condition Summary

### Performance Goal:

Maintain average ride index in the desirable (Fair/Good) range with less than 3% of miles in unsatisfactory (Poor) condition.



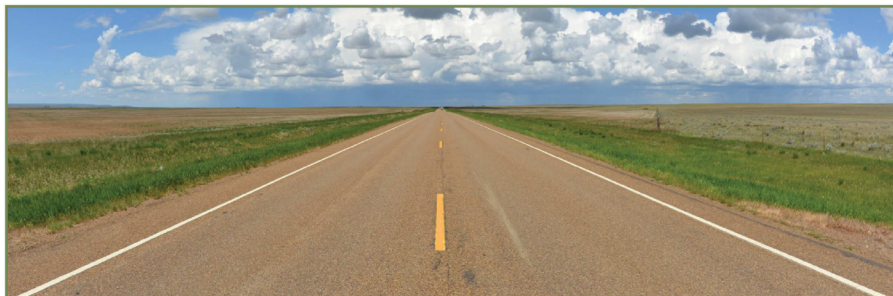
Ride index, a measurement of road "smoothness," is just one index considered in overall pavement condition.

**Source:** MDT Pavement Analysis Section



## Pavement Condition Analysis

### Good



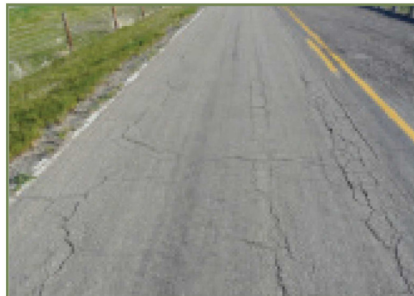
Visible traffic wear with low severity cracking and minimal rutting

### Fair



Moderate cracking in extent and severity, slight rutting and aggregate loss

### Poor



Prevalent cracking in extent and severity, heavy rutting, patching

### Did You Know?

MDT produces the official Montana Highway Map in cooperation with Montana Office of Tourism and Business Development. In 2020, **800,000 maps** were printed with an anticipated 800,000 to be printed in 2023.



In state fiscal year (SFY) 2022, MDT crews spread **159,250 cubic yards of sand** and **6,387,454 gallons of chemical deicer**.



Montana maintains **25,066 actual lane miles**.







# Bridges



MDT is responsible for inspecting and load rating all state-owned and locally-owned bridges in Montana. This equates to more than 4,400 National Bridge Inventory (NBI) bridges, as well as other structures, and nearly 21 million square feet of deck area\*.

**Did you know?** The NBI is maintained by the Federal Highway Administration (FHWA) and includes structures that are 20 feet or greater in length. Smaller structures are called “non-NBI” bridges (i.e., stockpasses and culverts), but still play a vital role in MDT’s bridge program, planning, and public safety and convenience.

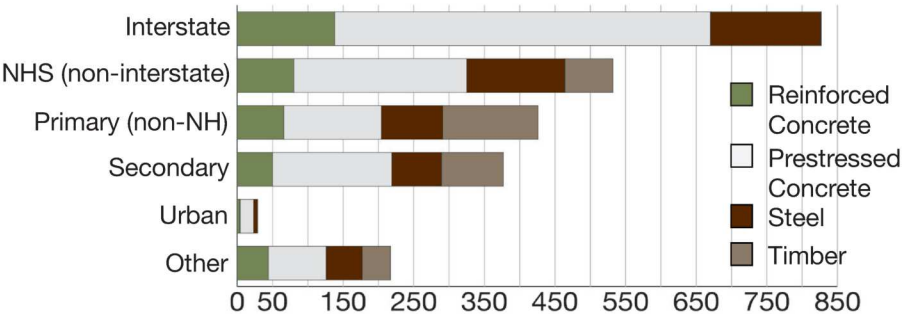


MDT implemented a revised Bridge Load Posting Program in 2020, as bridge load posting is a matter of public safety and helps safeguard vital transportation infrastructure. A posted bridge is safe to use, but the weight of certain vehicles must be limited accordingly to prevent overload and damage, maintain structural integrity, and preserve bridge longevity.

To assist the traveling public in understanding the program, MDT offers a program web page equipped with educational resources and an interactive Load Posting Map.



## Number of State-Owned Bridges by System by Bridge Type



\*The total bridge deck area in Montana represents both state-owned and locally-owned bridge decks by square footage (ft<sup>2</sup>). “Other” is a category for bridges on state-owned/maintained routes not identified with a system. These are State Highways and State maintained local routes. Source: MDT Bridge Bureau



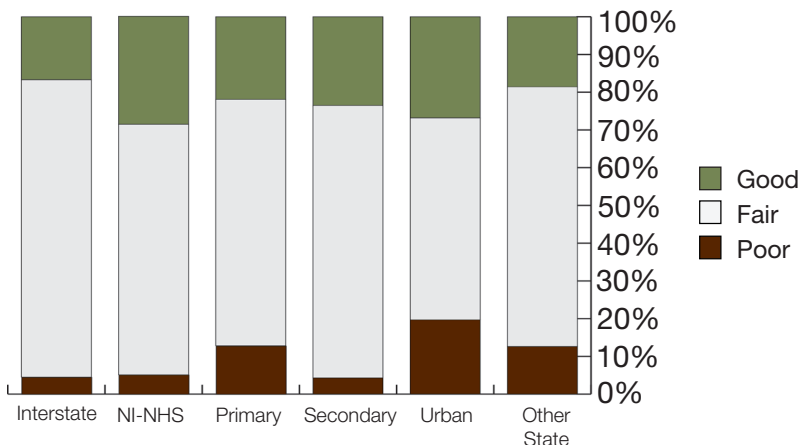
## Bridge Count by System & Deck Area

System	NBI Bridge Information				Total Bridge Count** (NBI and Non-NBI)
	Bridge Count*		Deck Area*, ft <sup>2</sup>		
Interstate	827	18.6%	7,308,579	35.2%	1,094
NI-NHS	532	11.9%	4,328,991	20.8%	618
Primary	426	9.6%	1,990,728	9.6%	509
Secondary	375	8.4%	1,640,686	7.9%	426
Urban	29	0.7%	400,535	1.9%	33
Other	217	4.9%	1,065,976	5.1%	270
State-Owned Total	2,405	54.0%	16,735,494	80.6%	2,950
Local Urban	109	2.4%	323,795	1.6%	109
Local Non-Urban	1,937	43.5%	3,710,566	17.9%	1,937
Locally-Owned Total	2,046	46.0%	4,034,362	19.4%	2,046
Total	4,452	100%	20,769,856	100%	4,996

\*Editor's Note: Prior editions of the Fact Book report only NBI bridges in this table. Please keep this in mind when comparing historical count and deck area data from this publication.

\*\*Non-NBI structures are not considered "bridges," but are a critical component of Montana's roadway infrastructure and the safety of the traveling public.

## Condition of State-Owned NBI Bridges by System by Deck Area

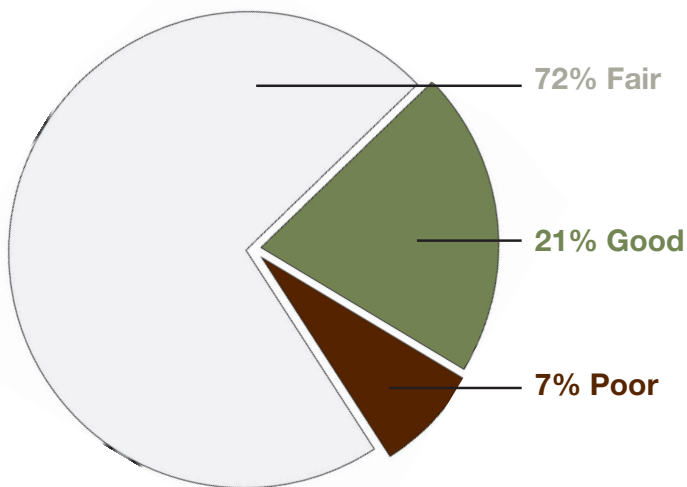


80.6% of bridge deck area in Montana is state-owned

**NHS Bridge Performance Goal:** State of Good Repair = 25% or more in Good Condition, 3% or less in Poor Condition

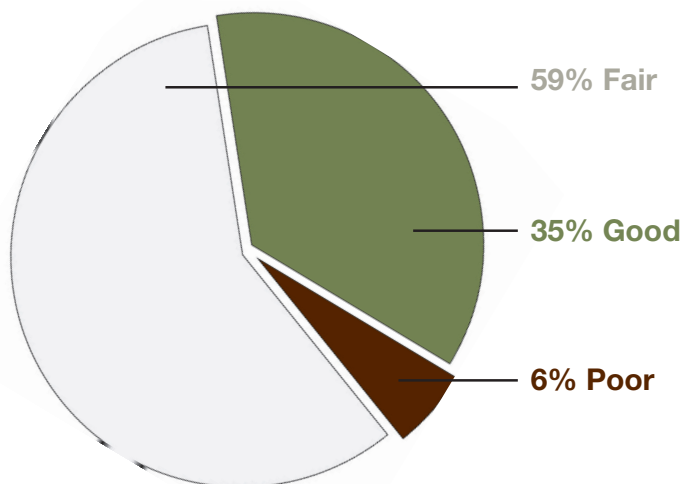
**Source:** MDT Bridge Bureau

## State-Owned Overall Bridge Condition\* by Deck Area



**16,735,494** total square feet of state-owned bridge decks

## Locally-Owned Overall Bridge Condition\* by Deck Area

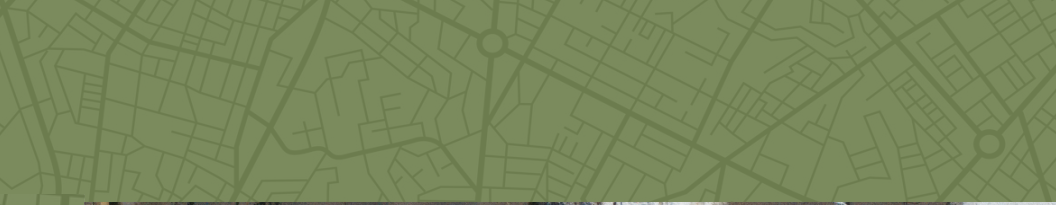


**4,034,362** total square feet of locally-owned bridge decks

\*Note: Graph data reflects NBI bridges and conditions only.

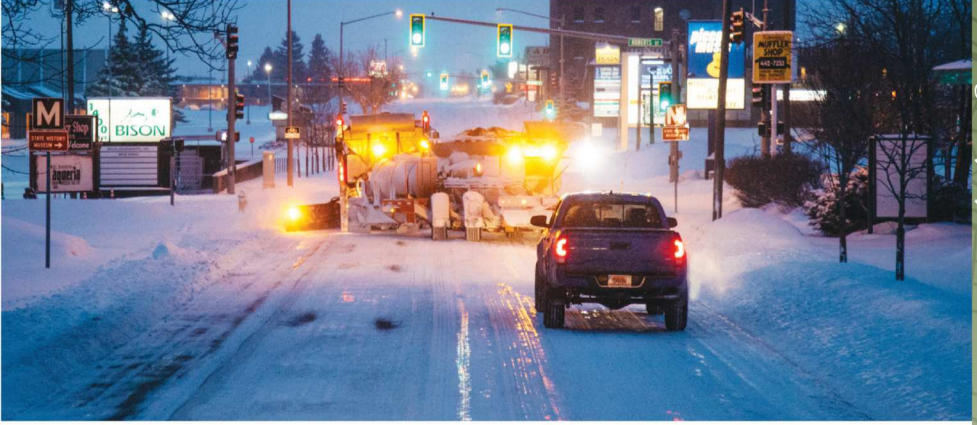
**Source:** MDT Bridge Bureau




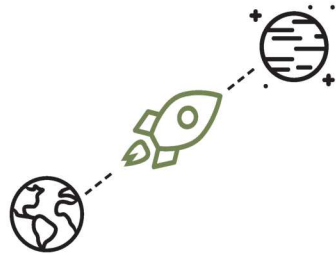




# Maintenance



MDT maintains over **25,000 lane miles of highway** and plows on average over 3.8 million miles per year statewide - the equivalent of driving around the world 160 times or 8 trips to the moon. 



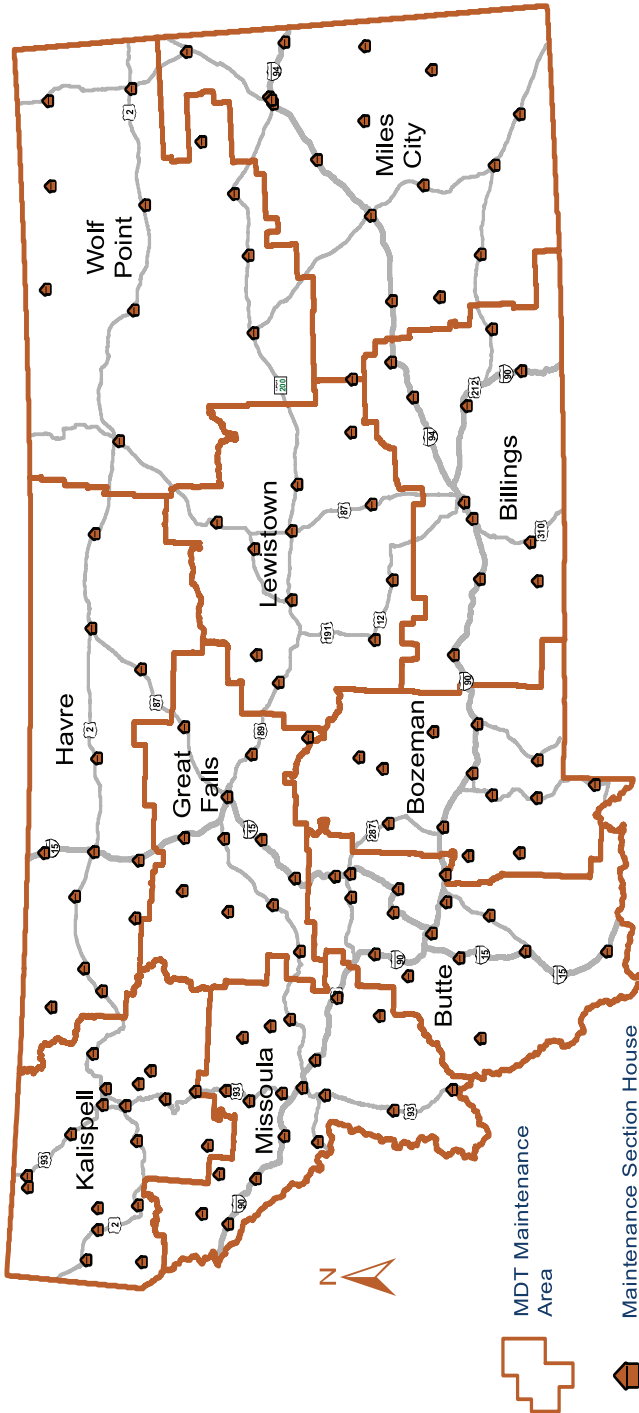
MDT assembles **15-20 snowplow trucks per year --**

-- saving **\$80,000** per truck and guaranteeing excellent quality assurance.

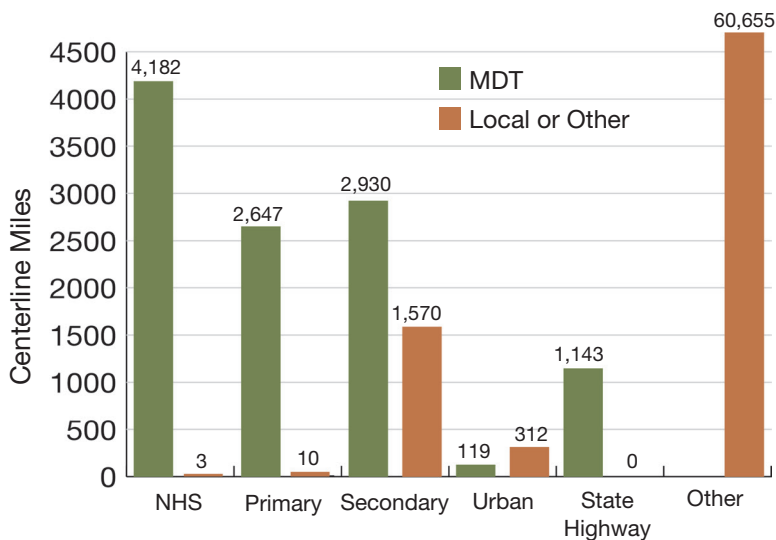




## Maintenance Areas & Section House Locations



## Maintenance Responsibility by System



Source: MDT Data and Statistics Bureau



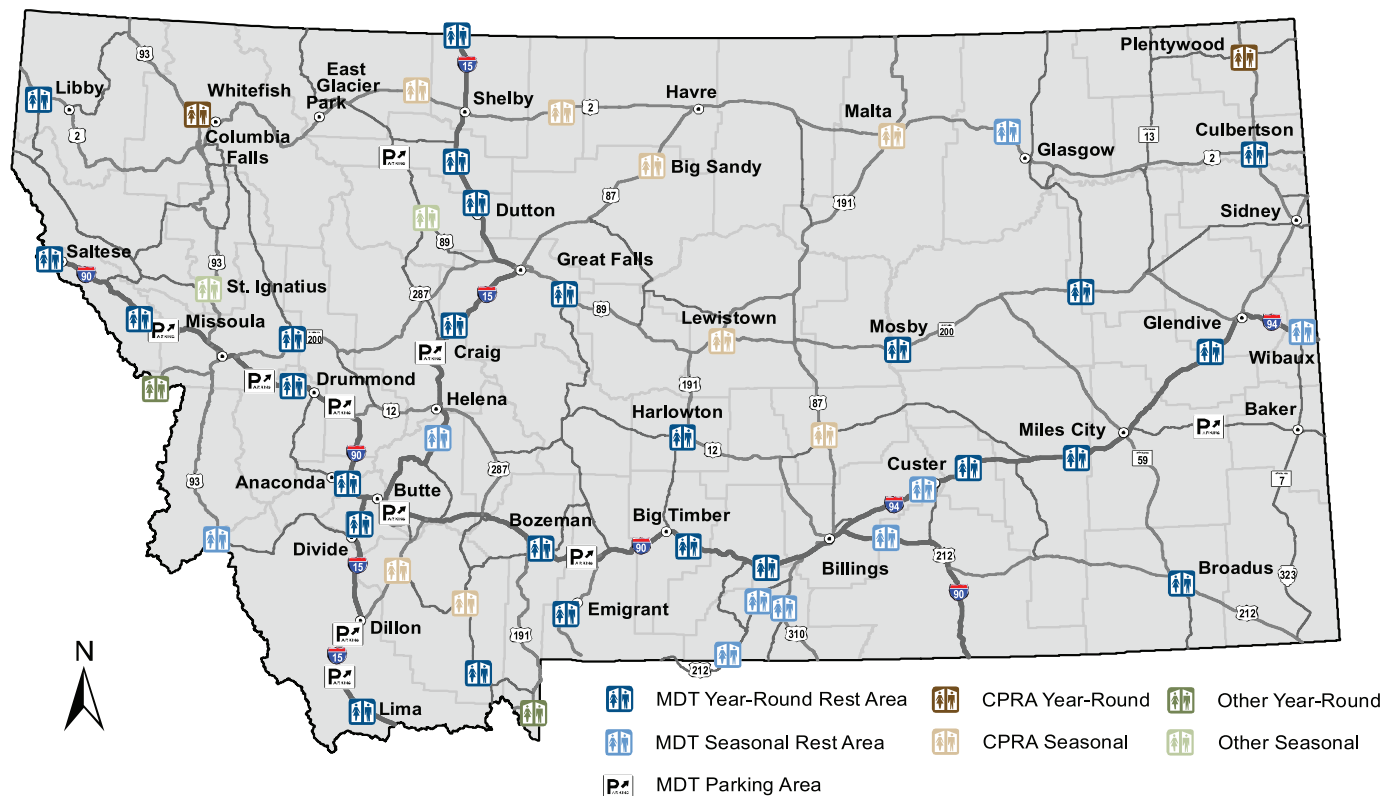
MDT has **116 maintenance crews** located throughout the state.





## Rest Areas

MDT is responsible for 35 rest areas and 10 parking areas. 9 rest areas are seasonal and 26 are open year-round. 10 parking areas are open year-round. Other entities maintain additional rest areas and city park rest areas.



## Road & Travel Info

For road and weather information in Montana, travelers can visit MDT's website at [mdt511.com](http://mdt511.com), dial 511 (in state) or 800-226-7623, and access MDT's mobile application: MDT Travel Info. MDT's Traveler Information Systems provide road conditions, construction information, road closures, chain requirements, incident information, weather forecasts, camera/Road Weather Information System (RWIS) images, and snowplow camera images.

Tourism information for Glacier National Park and Yellowstone National Park is also available, as well as access to information for surrounding states.


**Glacier Park** 406-888-7800

**Yellowstone Park** 307-344-7381

### **Cameras/Road Weather Information System (RWIS)**

Montana's RWIS consists of 72 cameras and 73 remote weather sites across the state. RWIS provides real-time information via standard communication tools (phone lines and computer networks) statewide. These sites are in strategic locations to provide accurate, real-time weather information and can be accessed at [rwis.mdt.mt.gov](http://rwis.mdt.mt.gov) and through the Travel Info Map or mobile app, MDT Travel Info.

### **iPhone, iPad or Android Users**

MDT's Travel Info mobile app is available in Google Play, the App Store, Amazon, and at [511mt.net](http://511mt.net). 

Android



iPhone





# Motor Carrier Services



MDT Motor Carrier Services (MCS) works to **protect Montana roadways** from overweight vehicle damage and ensure drivers and commercial vehicles operate safely.

## In State Fiscal Year 2022:



MDT weighed **1,186,230 trucks**.



Statewide, Montana safety inspectors and peace officers conducted **33,422** commercial vehicle **safety inspections**.



MDT issued **77,154 permits**, netting \$8,319,839 in revenue; 45,063 permits were self-issued by customers online, netting \$4,268,456 or 51.3% of total permit revenue.



MDT registered **10,031 Montana-based trucks** through the International Registration Plan (IRP).





## Truck Size & Weight Limits

### Truck Size

Legal Width	8 feet 6 inches
Legal Height	14 feet
Legal Length	75 feet; single trailer length may not exceed 53 feet

The maximum length for a single unit vehicle is 55 feet. No vehicle combination may consist of more than three individual trailers. (Vehicle combinations with three trailers may only operate on the Interstate highway system in Montana, if properly permitted.)

### Legal Axle Weights

Single Axle (single tire)	11,000 lbs
Single Axle (dual tire)	20,000 lbs
Tandem Axle	34,000 lbs
Triple Axle (or more)	Federal 30B Bridge Formula
Gross Weight	132,000 lbs (Maximum allowable gross vehicle weight is determined using Federal 30B Bridge Formula.)

For oversize or overweight load information, call 406-444-7262.

**Source:** MDT Motor Carrier Services









# Transit, Nonmotorized & Rail

## Transit



### In State FY 2022...

Montana **transit providers traveled** more than **6 million miles** providing public transportation. This is equivalent to 10,870 trips across Montana (or 12.74 trips to the moon and back).



15% of all rides provided were to the elderly and disabled. Out of 2,994,597 total rides, Montana transit operators provided over **456,806 rides** to **elderly and disabled citizens** to meet medical, nutritional, and employment needs.

## Non-Motorized Travel & Transportation

**Bicycles** are **considered a vehicle**, and bicyclists should obey the **same vehicular and traffic laws** that apply to other operators. Bicyclists should obey all traffic laws and traffic control devices. All public roads are open to cyclists.

Bicyclists operating in the roadway are part of the traffic mix and shall ride in the **same direction** as traffic.

MDT's ADA Transition Plan guides the department's efforts to provide an accessible transportation system within the state of Montana. During the 2020-2021 construction season, MDT upgraded 854 ADA ramps on MDT-owned and -maintained routes.





## Transit Funding Programs

### **Capital Assistance for the Elderly and Persons with Disabilities and General Public**

*Sections 5310 and 5311*

This MDT-administered program provides capital equipment for transportation services that meet special needs of the elderly, persons with disabilities, and the general public. Montana currently has 70 recipients of this funding with an inventory of 515 vehicles under lien by MDT.

Successful applicants for Section 5311 funding receive capital equipment that is 86% federally funded and matched with 14% local funds. Other funds may be available for capital at 80% federal and 20% local.

### **Financial Assistance for Rural General Public**

*Section 5311*

This MDT-administered program provides operating and capital assistance to qualified organizations that provide transportation to the general public in areas outside of Montana's three urbanized areas (Billings, Great Falls, and Missoula). Federal funds pay 54% of operating costs, 80% of administration costs, 80% of maintenance costs, and 86% of capital costs. Remaining funding must come from the local recipient. Rural general public transit systems must have a coordinated or consolidated system in their community or service area.

### **Transportation Assistance for the Disabled and Elderly**

*TransADE*

The TransADE program offers matching funds to eligible organizations that provide transportation to the elderly and persons with disabilities. State funds are used as match to maximize federal funds for each community transit program. Matching funds are allocated to transit providers based on the number of elderly and disabled in the provider's service area.

### **Bus and Bus Facilities Infrastructure Investment Program**

*Section 5339*

The Bus and Bus Facilities Infrastructure Investment Program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. Funds are eligible to be transferred by the state to supplement urban and rural formula grant programs. A 20% match is required.

## Rural Transit Assistance Program (RTAP)

RTAP funds support nonurbanized transit activities in four categories: training, technical assistance, research, and related support services. All Montana rural transit providers receiving federal transit funding are eligible for RTAP funds. Funds are also available to Montana's public transit operators in urbanized areas as long as activities are primarily designed and delivered to benefit nonurbanized transit providers. This program can fund up to 100% of the request with federal funds.

## Metropolitan Planning and State Planning and Research Programs

### *Section 5303/5304*

These programs are the principal sources of federal financial assistance to help urban and rural areas plan, develop, and improve comprehensive public transportation systems. MDT uses Section 5304 funds to assist transit agencies in rural areas with transit planning and technical support. Montana's three urbanized areas receive Section 5303 funds for planning.

## Urbanized Area Formula Grants

### *Section 5307*

The Urbanized Area Formula Funding program makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.



## State FY 2022 Transit System Ridership

Public Rural Provider		Rides
1	Big Sky Transportation District	208,600
2	Butte Silver Bow County	136,958
3	Carter County	1,173
4	Chippewa Cree Tribe	1,233
5	Confederated Salish and Kootenai Tribes	6,702
6	Custer County	14,439
7	Daniels Memorial Healthcare Center	1,189
8	City of Dillon	5,817
9	City of Helena	33,345
10	City of Laurel	1,618
11	Fallon County (COA)	5,587
12	Fergus County (COA)	20,153
13	Flathead County	55,718
14	Fort Peck Tribes	8,541
15	Garfield County (COA)	5,497
16	Glen-Wood, Inc.	27,506
17	HRDC/Galavan/Streamline	107,580
18	Lake County (COA)	3,394
19	Liberty County	5,336
20	Liberty Place, Inc.	15,578
21	Lincoln County Transportation Service	7,645
22	Mineral County Pioneer Council	1,791
23	Opportunity Link, Inc.	37,408
24	Park County	4,646
25	Phillips Transit Authority	15,321
26	Powder River County	2,787
27	Powell County Executive Board on Aging	5,995
28	Ravalli County (COA)	8,786
29	Red Lodge Area Community Foundation	2,128
30	Richland County	21,331
31	Rosebud Community Hospital	1,985
32	Sanders County Council on Aging	17,972
33	Toole County	4,153
34	UTD of Dawson County	11,964
35	Valley County	44,678
36	West Yellowstone Foundation	377

### Public Urban Provider (direct FTA funding)

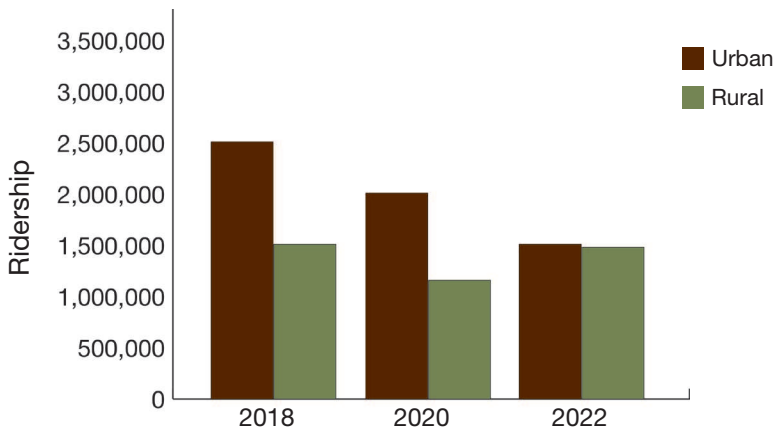
1	Great Falls Transit	299,139
2	Met Transit - Billings	337,450
3	Mountain Line - Missoula	875,199

Specialized (elderly & disabled transit, intercity bus vanpool) 627,878

**TOTAL:**

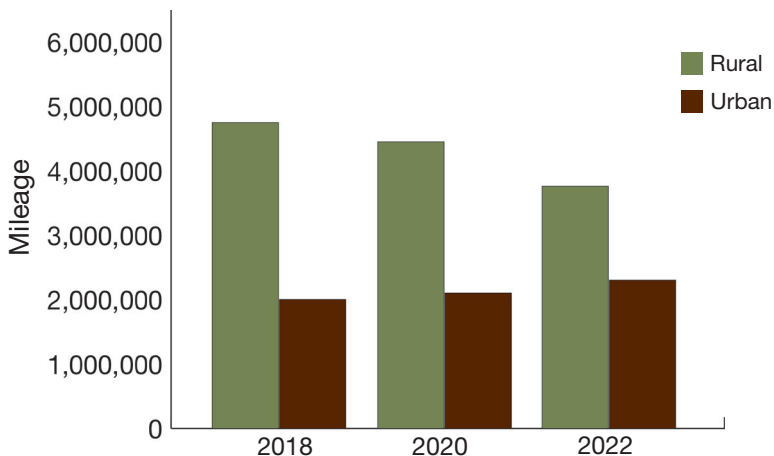
**2,994,597**

## State FY 2022 Transit Ridership Trends



Data reflects General Public (GP), intercity and vanpool transportation. 2022 data reflects decreased ridership due to COVID-19 pandemic.

## State FY 2022 Annual Transit Mileage Trends

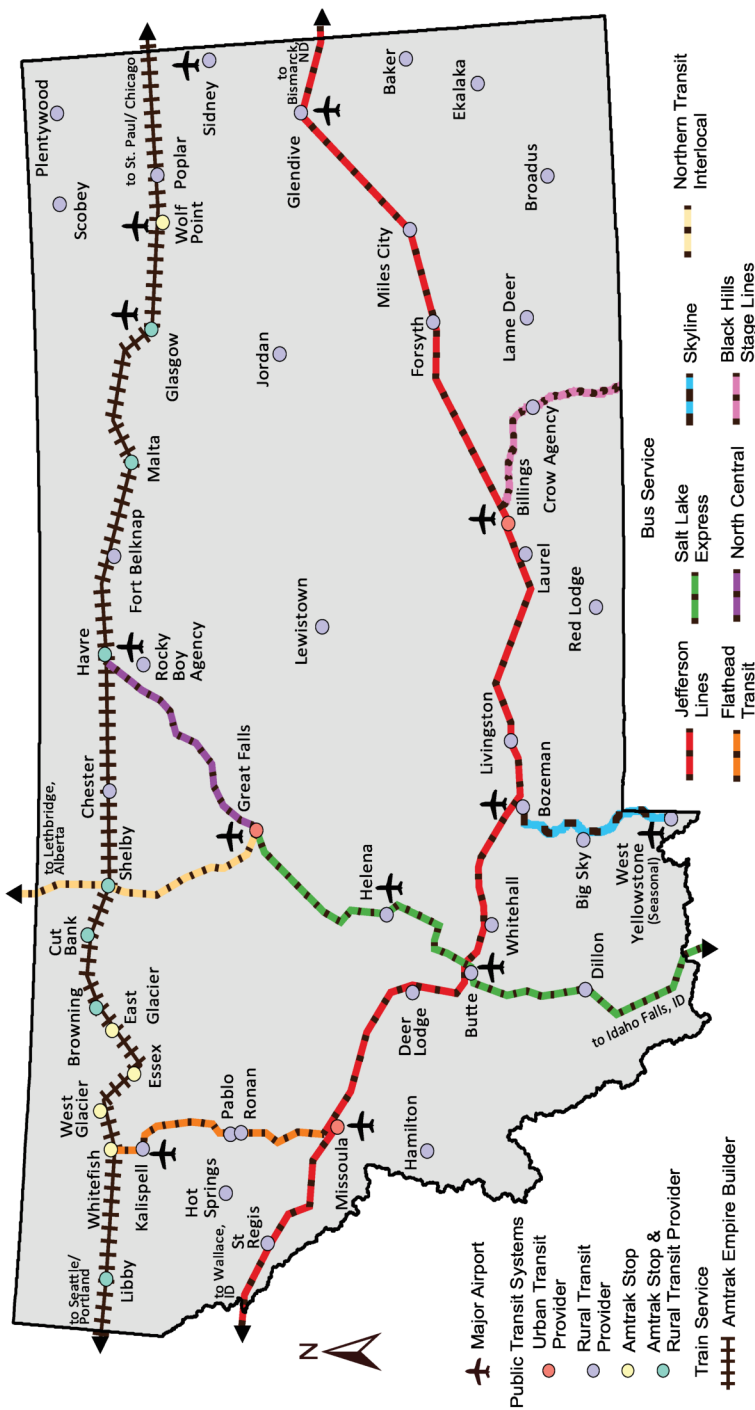


Data reflects General Public (GP), intercity and vanpool transportation. 2022 data reflects decreased ridership due to COVID-19 pandemic.

**Source:** MDT Transit Section

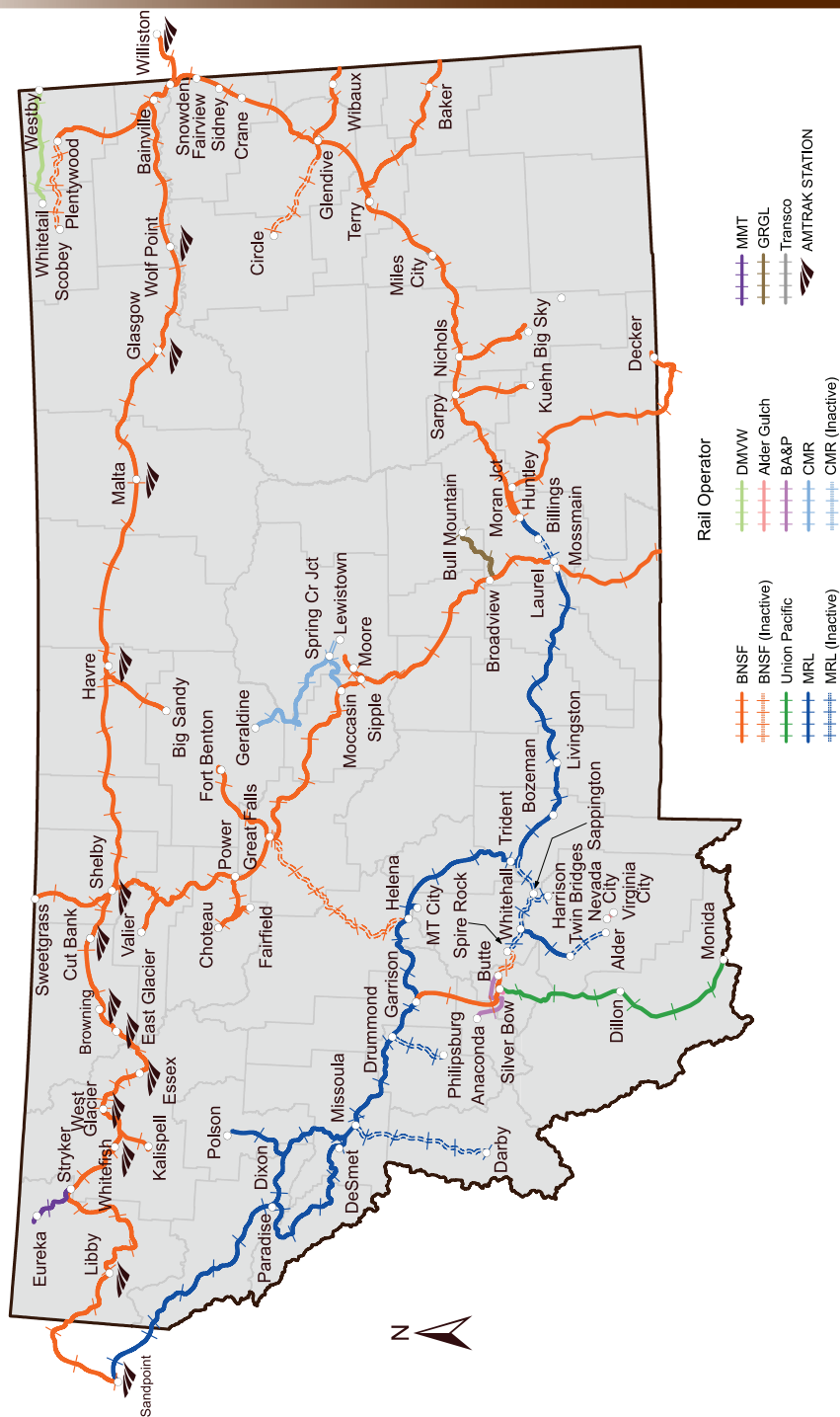


# Intercity & Local Transit Services Map





## Railway Map



## Rail Infrastructure & Volumes

In 2021, Montana had approximately **3,135 miles of active mainline track**. The state is served by two Class I railroads, two Class II railroads, five Class III railroads, and one tourist railroad. The primary products shipped out of Montana (in 2020) by rail were coal, petroleum products, cereal grains, agricultural products, and wood products.

**Source:** Freight Analysis Framework Version 5, Summary Statistics by Commodity

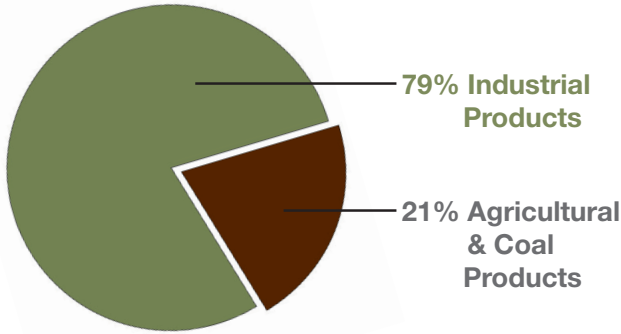
Goods are transported to, from, and within Montana as follows:

	By \$ Value (2020)	By Weight (2020)
<b>To Montana:</b>		
Truck	72%	65%
Rail	2%	9%
Pipeline	5%	26%
Multiple Modes	21%	4%
Other	1%	0%
<b>From Montana:</b>		
Truck	46%	19%
Rail	8%	24%
Pipeline	26%	33%
Multiple Modes	18%	24%
Other	1%	0%
<b>Within Montana:</b>		
Truck	60%	46%
Rail	2%	2%
Pipeline	34%	44
Multiple Modes	4%	0%
Other	1%	7%

**Source:** Freight Analysis Framework 5, Summary Statistics

BNSF, the largest rail operator within the state, operated on 2,579 miles of track within Montana and transported approximately 1.6 million carloads of freight within the state in 2021. Of these carloads, 285,147 originated within the state and 30,916 terminated within the state. **Source:** BNSF Montana State Fact Sheet 2022

In 2021, BNSF reported\* the following product mix shipped from Montana (based on carloads).



In the past five years, MDT has worked with railroads to construct safety improvements at **63** rail-highway grade crossings.

**Source:** BNSF Montana State Fact Sheet 2022

\* In previous years, BNSF reported coal and agricultural products separately but combined them in their 2021 reporting

## Passenger Rail Service

Amtrak operates a daily east- and west-bound long-distance train (Empire Builder) through Montana, providing **passenger service to 12 Montana stations**. In 2021, the Empire Builder recorded **67,066 boardings and alightings** in Montana with Whitefish accounting for 45% of those passengers.

**Source:** Amtrak Fact Sheet 2022, State of Montana

## Montana Railroads

*Class I Railroads*—BNSF Railway and Union Pacific (UP) (branch line from Idaho to Silver Bow)

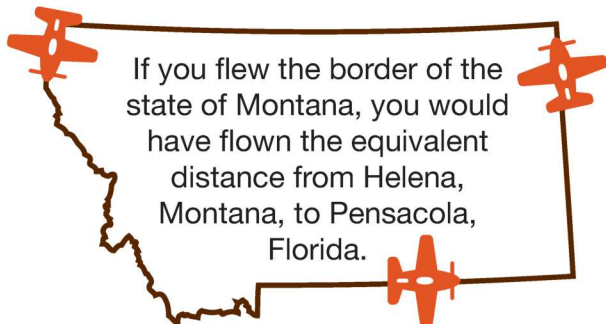
*Class II Railroads*—Regional—Montana Rail Link (MRL) and Dakota, Missouri Valley & Western (DMVW)

*Class III Railroads*—Central Montana Rail (CMR), Butte, Anaconda and Pacific Railway (BA&P), Mission Mountain Railroad (MMT), Global Rail Group, and Transco

*Tourist Railroad*—Alder Gulch Short Line Railroad







Montana has over **5,000 registered aircraft** and approximately **3,000 pilots**.

Montana has **125 public-use airports** (15 owned and/or operated by MDT) and more than 350 private-use airports.



The **Aeronautics Air Search and Rescue Program** has approximately **200 Montana volunteer pilots** and aircraft to assist in its mission.



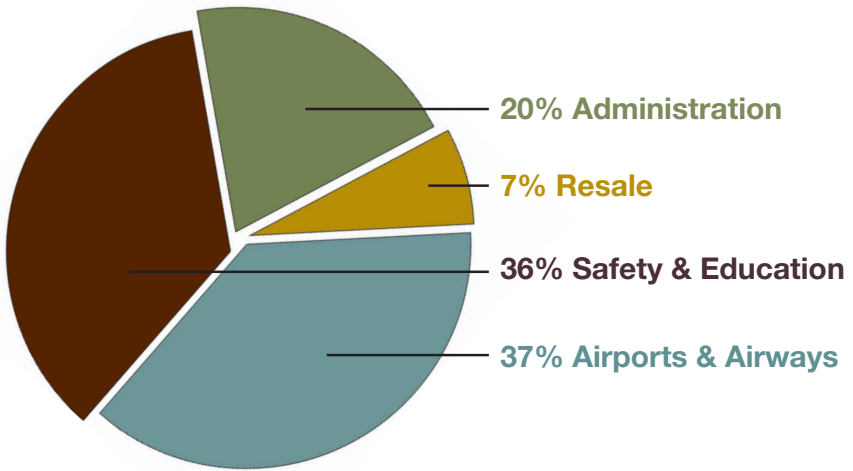
Aeronautics has approximately **\$2,200,000 in grants and loans** available annually for airport-related improvements.

Of the 125 public-use airports in Montana, **68** receive **federal funding**.

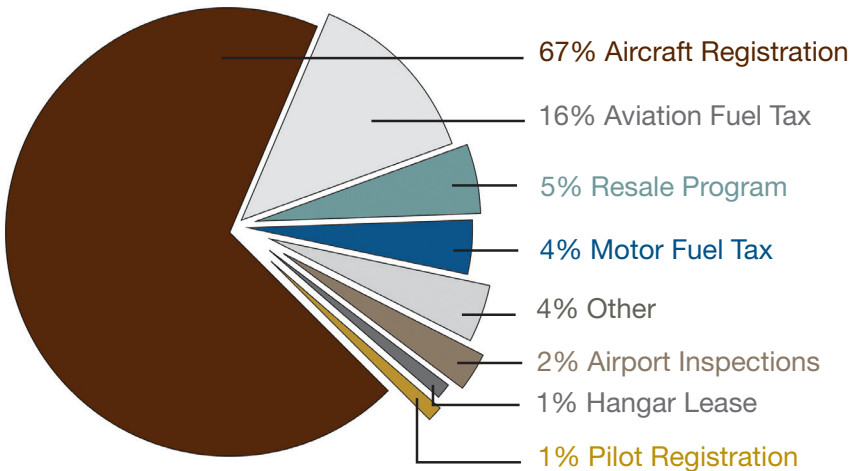


In 2021, scheduled airlines carried nearly **4.8 million passengers to and from Montana**. Montana airports spent over \$138 million on airport development projects in 2021.

## State FY 2022 Aeronautics State Special Revenue Uses



## State FY 2022 Aeronautics State Special Revenue Sources



Aviation fuel tax - \$0.05 per gallon. Allocated as follows: \$0.045 cents dedicated to airport grants, and \$0.005 cents dedicated to Aeronautics operations.

**Source:** MDT Aeronautics Division from State Fiscal Year 2022





## Airport Loan/Grant Program

The **Montana Aeronautics Division Loan and Grant Program** provides low-interest loans and grants to eligible airports throughout Montana for airport-related improvement projects. Any publicly owned, public-use airport is eligible to apply. Airports may submit retroactive applications for projects that are already started or completed.

Typical airport improvement projects include maintenance, pavement rehabilitation and construction, lighting, communications and infrastructure, terminal or snow removal equipment, building construction, etc.

Grants can fund up to 100% of the airport's share of federal National Plan of Integrated Airport Systems project costs or 100% of the cost of nonfederal or outside supported projects. Aeronautics Division loans can fund up to 100% of the airport's share of any airport project.

Aeronautics Division grants are funded by a \$0.045 per gallon tax on civil aviation fuel. On average, approximately \$1.9 million is available each year for grants.

The Montana Aeronautics Board determines recipients of Aeronautics loans and grants.





## Pavement Management System

The MDT Aeronautics Division, through a state aviation system planning grant from the Federal Aviation Administration (FAA), develops a pavement management system for Montana's general aviation airports. This is an ongoing process and is updated on a three-year cycle.

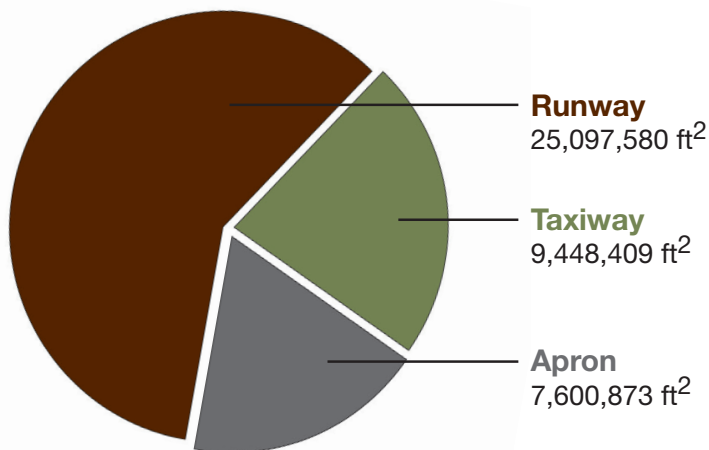
The system is designed to be a systematic and objective tool for determining maintenance and rehabilitation needs and priorities for paved surfaces on Montana's general aviation airports. The Pavement Condition Index (PCI) provides a dependable scale for comparing the existing operational condition and structural integrity of airport pavements. The rating is 0-100 with 100 being the best. Rehabilitation versus maintenance should be evaluated starting at 60.

A final report was prepared in 2021 to summarize PCI conditions. The following charts summarize some of the information collected during these studies.



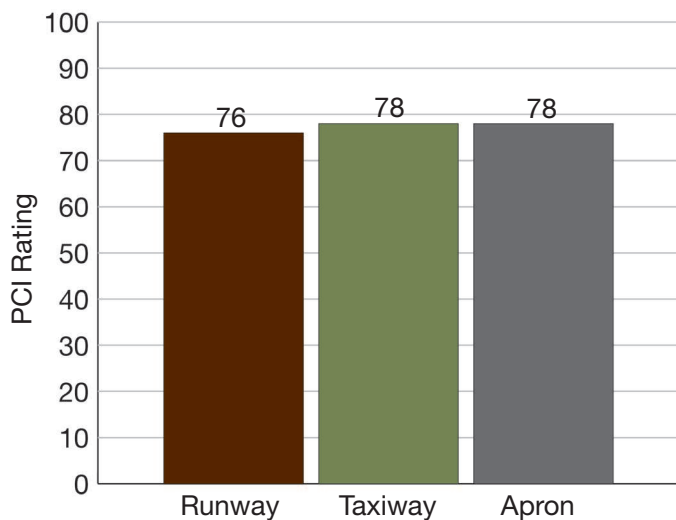


## Total Airport Pavement Area



Source: Kimley Horn

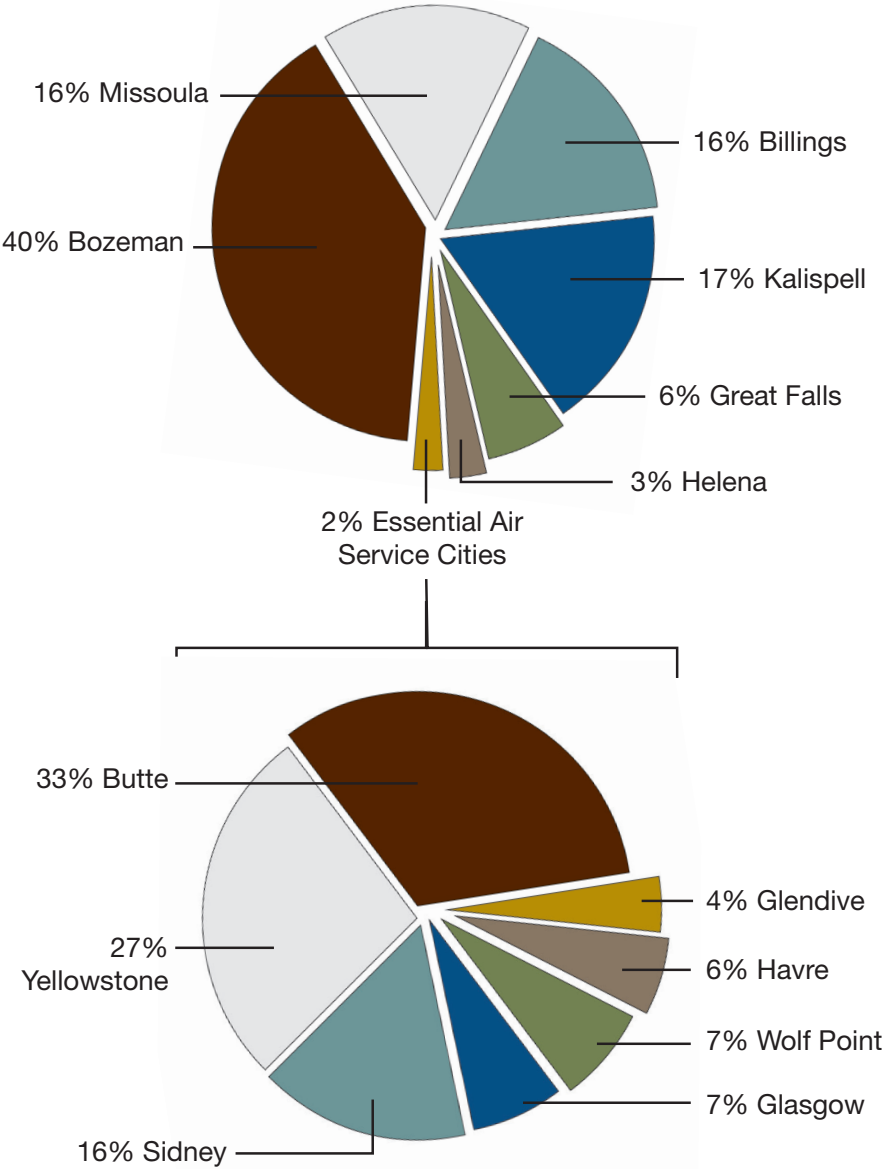
## Aviation Pavement Condition Index (PCI) Value



Rehabilitation vs. maintenance should be evaluated starting at 60.

Source: Kimley Horn

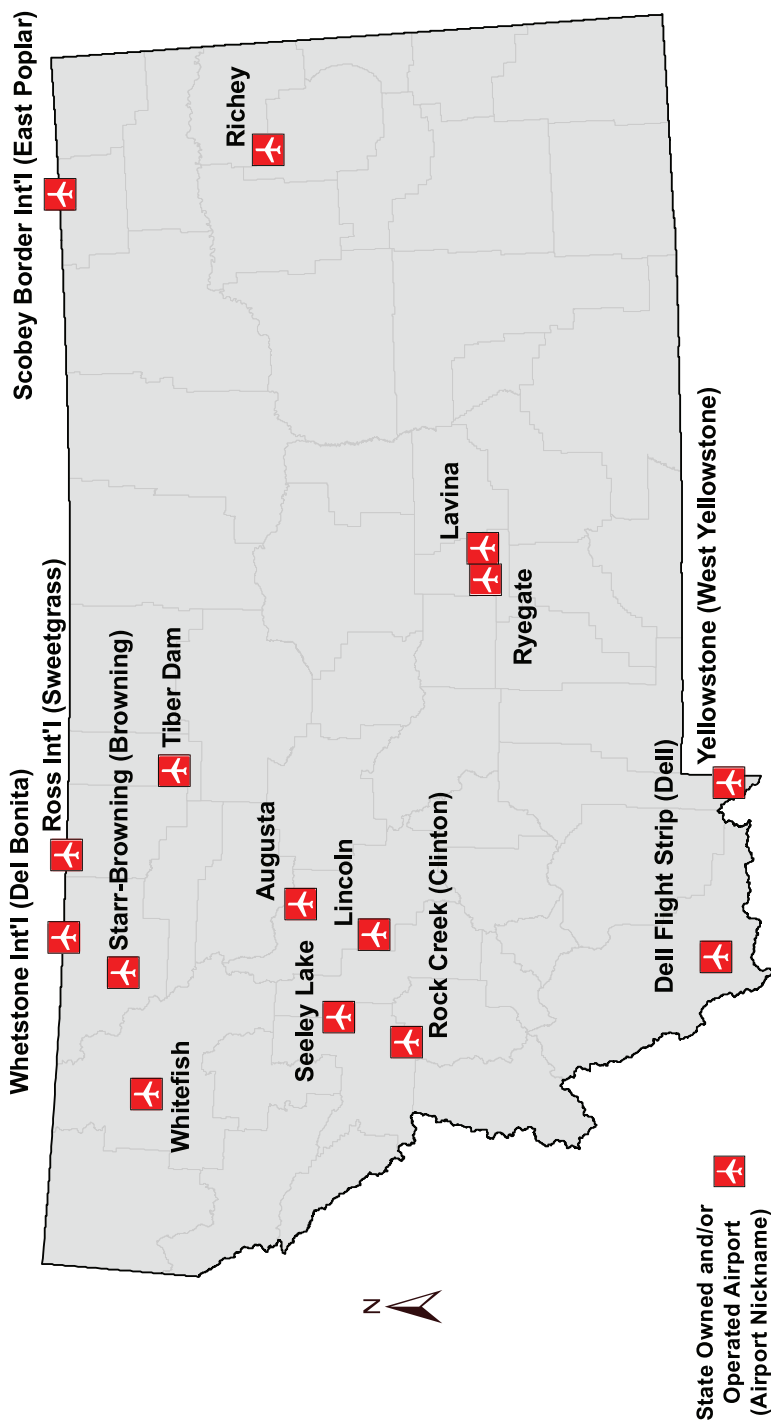
## 2021 Commercial & Essential Air Service Enplanements



Source: MDT Aeronautics Division



## State-Owned and/or Operated Airports





## Facility Locations & Contacts



### Helena Headquarters

Montana Department of Transportation  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
phone 406-444-6200 fax 406-444-7643  
tty 800-335-7592  
[mdt.mt.gov](http://mdt.mt.gov)



### Aeronautics

2630 Airport Road  
PO Box 200507  
Helena, MT 59620-0507  
phone 406-444-2506 fax 406-444-2519  
[mdt.mt.gov/aviation](http://mdt.mt.gov/aviation)



<b>District</b>	<b>Administrator</b>	<b>Maintenance Chief</b>
District 1 Missoula	406-523-5802	Missoula 406-523-5803 Kalispell 406-751-2010
District 2 Butte	406-494-9635	Butte 406-494-9628 Bozeman 406-556-4704
District 3 Great Falls	406-454-5897	Great Falls 406-454-5889 Havre 406-262-5504
District 4 Glendive	406-345-8212	Glendive/Miles City 406-345-8253 Wolf Point 406-653-6709
District 5 Billings	406-657-0229	Billings 406-657-0217 Lewistown 406-538-1301

### **Motor Carrier Services Ports of Entry**

Billings East Bound:  
406-657-0204

Billings West Bound:  
406-657-0203

Broadus: 406-436-2531

Coutts, Canada:  
403-344-5063

Culbertson: 406-787-5323

Dietz, WY: 307-674-2350

Haugan: 406-678-4257

Lima: 406-276-3429

Wibaux: 406-795-9972

### **Other Weigh Stations**

Armington Jct: 406-738-4261

Butte: 406-533-3699

Clearwater: 406-244-5460

Havre: 406-265-9033

### **Online Motor Carrier Permitting**

[mdt.mt.gov/business/mcs/  
permits.aspx](http://mdt.mt.gov/business/mcs/permits.aspx)  
406-444-7262

### **Construction Project Bids**

[mdt.mt.gov/business/contracting](http://mdt.mt.gov/business/contracting)  
406-444-6215  
406-444-6212

### **Bicycle/Pedestrian Information**

[mdt.mt.gov/travinfo/bikeped](http://mdt.mt.gov/travinfo/bikeped)  
406-444-9273

### **Highway Map Orders**

[mdt.mt.gov/contact/  
document-orderform.aspx](http://mdt.mt.gov/contact/document-orderform.aspx)  
406-444-3423

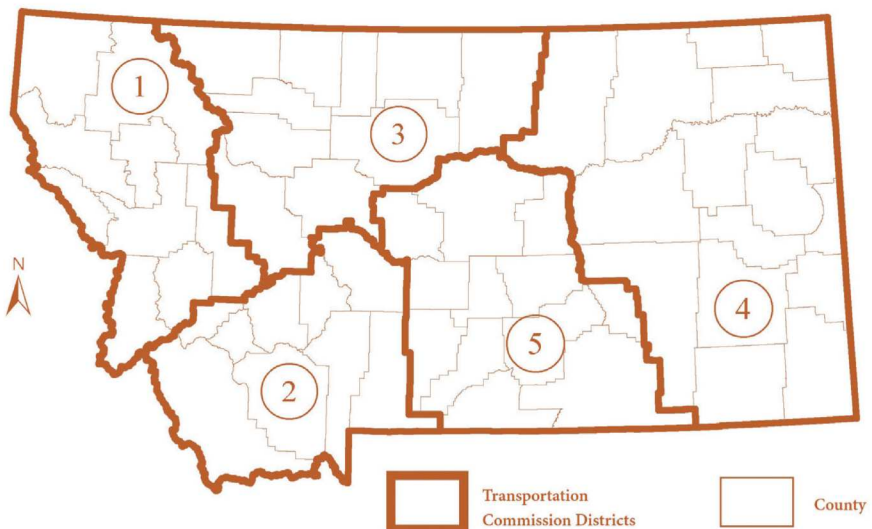
## Montana Transportation Commission

Each of the five Montana Transportation Commission board members are appointed by the Governor and confirmed by the Senate for a four-year term. One member each must be appointed from all five of the districts (see map below) and all must serve staggered four-year terms. No two members can live in the same district, no more than three members can be of the same party, and no state elected officials or employees can be appointed to the board. One member appointed from districts 1, 3, 4, or 5 must have knowledge of Indian culture and tribal transportation needs, and must be selected by the governor after consultation with the Montana members of the Montana-Wyoming tribal leaders council. The provision that at least one member of a quasi-judicial board be an attorney (MCA 2-15-124) does not apply to the Transportation Commission.

Statute: MCA 2-15-2502



Commission board members remain in their position until a replacement is appointed and confirmed. Visit [mdt.mt.gov/pubinvolve/trans-comm/trans-commissioners.aspx](https://mdt.mt.gov/pubinvolve/trans-comm/trans-commissioners.aspx) or scan the QR code with your mobile device to view current contact information for the Transportation Commission.



## **Montana Aeronautics Board**

Each of the nine Montana Aeronautics Board members are appointed by the Governor and confirmed by the Senate. There must be:

- One member of the Montana Pilots' Association;
- One member of the Montana Chamber of Commerce;
- One representative of the Montana Airport Management Association;
- One member of the Montana County Commissioners Association or the Montana League of Cities and Towns;
- One person actively engaged in aviation education in this state;
- One representative of interstate commercial airline operators, who must at the time of appointment, be an employee or official of an interstate commercial airline operator and a resident of this state;
- One person representing the general public;
- One member of the Association of Montana Aerial Applicators; and
- One person who must at the time of appointment be an active fixed base operator in this state, or an official of a fixed base operator in this state, of flying services or flying schools.

Statute: MCA 2-15-2506

Board members remain in their position until a replacement is appointed and confirmed, and the provision that at least one member of a quasi-judicial board be an attorney (MCA 2-15-124) does apply to the Aeronautics Board. Visit [mdt.mt.gov/pubinvolve/aeronautics-board/boardmembers.aspx](http://mdt.mt.gov/pubinvolve/aeronautics-board/boardmembers.aspx) or scan the QR code with your mobile device to view current contact information for the Aeronautics Board.





## Other Contacts

### Federal Highway Administration

585 Shephard Way, Suite 2

Helena, MT 59601

Phone: 406-441-3900

Fax: 406-449-5314

Website: <https://www.fhwa.dot.gov/mtdiv/>

### Montana/Canada Ports of Entry

Port of Roosville\* 406-889-3865

Port of Chief Mountain 403-653-3152 5/15 to 10/1

406-732-5572 10/2 to 5/14

Port of Piegan 406-732-5572

Port of Del Bonita 406-336-2130

Port of Sweet Grass\* 406-335-9610

Port of Whitlash 406-432-5522

Port of Wild Horse 406-394-2371

Port of Willow Creek 406-398-5512

Port of Turner 406-379-2651

Port of Morgan 406-674-5248

Port of Opheim 406-724-3212

Port of Scobey 406-783-5375

Port of Raymond\* 406-895-2664

*\*Open 24 hours-times are subject to change*

### Neighboring States Road & Travel Numbers

Idaho 888-IDA-ROAD or 888-432-7623

North Dakota 866-696-3511

South Dakota 866-MYSD511 or 866-697-3511

Wyoming 888-WYO-ROAD or 888-996-7623

### Tourist Information

800-VISITMT (847-4868) TTY 841-2702

[visitmt.com](http://visitmt.com)

Alternative accessible formats of this document will be provided on request. Persons who need an alternative format should contact the Office of Civil Rights, Department of Transportation, 2701 Prospect Avenue, PO Box 201001, Helena, MT 59620. Telephone 406-444-5416 or Montana Relay Service at 711.



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For more information about the Montana Department of Transportation Fact Book, please contact:

### Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620-1001  
406-444-6200

**Fax:** 406-444-7643

**Website:** [mdt.mt.gov](http://mdt.mt.gov)

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